

ANNUAL REPORT
OF THE
BOARD OF CANAL COMMISSIONERS.
WITH
ACCOMPANYING DOCUMENTS,
FOR THE
FISCAL YEAR ENDING NOVEMBER 30, 1853.

370

COMMUNICATION.

CANAL COMMISSIONERS' OFFICE,
Harrisburg, December 28, 1853. }

His Excellency WILLIAM BIGLER,

Governor of Pennsylvania:

SIR: I have the honor to transmit herewith the annual report of the Board
of Canal Commissioners for the fiscal year ending November 30, 1853.

I have the honor to be,

Very respectfully, your obedient servant

WILLIAM T. MORISON,

President.



REPORT.

The Board of Canal Commissioners submit the following report for the fiscal year ending November 30, 1853.

The receipts and expenditures during the year upon the several lines of the improvements of the Commonwealth, were as follow:

RECEIPTS FOR ALL PURPOSES.

<i>Columbia Railroad.</i>			
Philadelphia.....	\$457,354 11	.....	.....
Paoli.....	25,819 57	.....	.....
Parkesburg.....	59 117 54	.....	.....
Lancaster.....	59,549 31	.....	.....
Columbia.....	217,638 39	.....	.....
		\$810,479 02	.....
<i>Portage Railroad.</i>			
Hollidaysburg.....	\$111,657 78	.....	.....
Johnstown.....	115,320 33	.....	.....
		226,978 11	.....
<i>Main Line of Canal.</i>			
Columbia, (including out-let lock)	\$86,759 48	.....	.....
Portsmouth.....	22,674 93	.....	.....
Harrisburg.....	19,488 24	.....	.....
Newport.....	6,057 05	.....	.....
Lewistown.....	11,180 41	.....	.....
Huntingdon.....	8,946 05	.....	.....
Hollidaysburg.....	89,115 48	.....	.....
Johnstown.....	4,284 77	.....	.....
Blairsville.....	4,862 84	.....	.....
Freeport.....	3,639 59	.....	.....
Pittsburgh.....	136,069 07	.....	.....
Portsmouth, (out-let lock).....	1,343 51	.....	.....
Duncan's Island bridge.....	1,171 49	.....	.....
Juniata aqueduct.....	93 41	.....	.....
Freeport aqueduct.....	239 05	.....	.....
		336,875 37	.....
<i>Delaware Division.-</i>			
Easton.....	\$213,270 93	.....	.....
New Hope.....	17,851 66	.....	.....
Bristol.....	22,468 44	.....	.....
		253,591 03	.....
<i>West and North branch and Susquehanna Divisions.</i>			
Dunnsburg.....	\$23,841 02	.....	.....
Williamsport.....	23,823 35	.....	.....
Northumberland.....	45,172 44	.....	.....
Beach Haven.....	191,017 76	.....	.....
Liverpool.....	21,421 81	.....	.....
		305,276 38	.....
Carried forward.....			\$1,933,199 91

Brought forward		\$1,933,199 91
EXPENDITURE.		
For maintaining motive power on the Philadelphia and Columbia railroad..	\$242,831 13	
For repairs on Philadelphia and Columbia railroad.....	63,636 57	
For collectors, weigh-masters, inspectors, and incidental expenses of their offices.....	12,976 07	
		\$319,473 77
For maintaining motive power on the Allegheny Portage railroad, including the management and repairs of State trucks, and for the purchase of ropes,	316,532 93	
For running night trains.....	30,000 00	
For repairs.....	93,213 13	
For collectors, weigh-masters, inspectors, and incidental expenses of their offices.....	4,976 38	
		446,742 44
For ordinary repairs on main line of canal	\$190,232 64	
For breaches	15,530 22	
For collectors, weigh-masters, inspectors, and incidental expenses of their offices	18,542 10	
For lock-keepers.....	30,559 00	
		255,253 96
For repairs on Delaware division.....	\$35,572 06	
For breaches.....	11,554 06	
For collectors, weigh-masters, inspectors, and incidental expenses of their offices.....	4,834 89	
For lock-tenders.....	5,787 00	
		57,747 95
For repairs on Susquehanna division...	\$11,538 38	
For breaches on.....do.....	3,000 00	
For repairs on West Branch division...	33,051 70	
For breaches on.....do.....	8,000 00	
For repairs on North Branch division..	17,636 88	
For breaches on.....do.....	3,339 49	
For collectors, weigh-masters, inspectors, and incidental expenses of their offices.....	8,139 24	
For lock-tenders.....	6,979 50	
		96,735 19
Total expenses.....	\$1,175,953 31	\$1,933,199 91
Do. receipts.....	1,933,199 91	
Receipts over expenses.....	\$757,246 60	

NOTE.—If to this sum there be added the amount of the tonnage tax levied upon the Pennsylvania railroad company (\$76,550 30,) the net revenue from the public improvements for 1853, will be \$833,896 90.

In the preceding table of expenditures, the following sums have been omitted, viz: purchase of locomotive engines, \$120,786 52; repair of road and farm bridges, \$13,380 56; salary of Canal Commissioners and expenses of the office, \$6,195 00. The locomotive engines were required to meet the increase of business, and, being an addition to the permanent stock of the two railroads, are not strictly chargeable to the current expenses of the year. The Board have made every effort to ascertain the indebtedness of the Commonwealth on the several lines of canal and railroad. They have reason to believe, from the assurances of the disbursing officers, that the appropriations now required for that purpose will be sufficient to liquidate all debts now due. The statement of expenditures for the year 1853, includes the whole cost, for all purposes, whether paid or unpaid.

The net revenue (exclusive of the tonnage tax on the Pennsylvania railroad company) is stated at \$757,246 60, being a decrease from the net revenue of 1852, as exhibited in the last annual report, of \$112,717 61. In another part of this report it is claimed, by the Superintendent of the Allegheny Portage railroad, that he paid out at least \$60,000 in 1853, for wood, lumber, oil, &c., which properly belonged to the expenses of 1852, as these materials had been used in that fiscal year. The debts for 1852, for all the lines, not embraced in the expenditures for that year, (and for which an appropriation is now required,) amount to \$84,677 52. If, therefore, these two sums be added to the expenditures of 1852, and the \$60,000 just stated as having been paid for materials, &c., used in 1852, be deducted from the expenditures of 1853, the comparison between the net revenue of 1852 and 1853 will stand as follows:

Total receipts for 1852		\$1,896,811 42	.....
Expenses for same period, as stated in last annual report	\$1,029,341 23	.....	.....
Add debts for same year not before reported	84,677 54	.....	.....
Add for wood and other material for Allegheny Portage railroad, expended in 1852, and charged in the expenditures of 1853	60,000 00	.....	.....
		1,174,018 77	.....
Net receipts for 1852			\$722,792 65
Total receipts for 1853		\$1,933,199 91	.....
Expenses as above reported	\$1,175,953 31	.....	.....
Deduct for wood and other material used on Allegheny Portage railroad in 1852, and charged in the expenses of 1853	60,000 00	.....	.....
		1,115,953 31	.....
Net receipts for 1853			817,246 60
Increase in 1853 over 1852			\$94,443 05

Notwithstanding a large increase in tonnage, various causes have combined to prevent a greater net revenue for the year. Among these may be enumerated the heavy additional expense consequent upon keeping the Portage railroad open during the winter months, and running night trains thereon for the transportation of passengers for the whole year; the re-building of several heavy mechanical structures on several lines of canal; the late opening of the Delaware Division, in consequence of the improvements for its enlargement, which had been commenced the previous winter, and the subsequent breaches which took place upon that line; and the great reduction in tolls which the Board were compelled to make, in order to compete with the low rates established by other channels of transportation between the east and the west.

A very serious mistake is prevalent in regard to the value of the State improvements, originating in an unjust and improper comparison between their aggregate revenues, and those of most of the incorporated companies. The

State has nothing to do with the business of transportation; that is left entirely to individual enterprise. For the use of her canals and railroads, she receives nothing but toll; the transporter, all freight charges. On the other hand, most of the companies referred to, monopolize the whole business, and consequently receive all the proceeds for the use of their works, and the charges of transportation. Averaging the tolls on freight, the State's proportion of the whole cost of transportation scarcely reaches one-third. It is evident, therefore, that the idea that the receipts from the State works, yielding one-third of the entire freight charges, should equal those of companies, who are the sole transporters on, as well as owners of, their own improvements, and are consequently in the receipt of the entire charges, is at once unfair and preposterous.

It has become evident to the Board that the present system of accountability of disbursing officers is somewhat defective. They have taken the matter under their consideration, and think that they can promise the adoption of such a plan as will reduce the expenditures, and prevent the accumulation of old debts, if the Legislature will lend their assistance, by making such appropriations as will liquidate the current expenses, accruing between the close of the fiscal year and the passage of the annual appropriation bill.

The amount of toll collected upon iron, coal, flour, grain and lumber, during the fiscal year, is as follows:

Name of office.	Iron.	Coal.	Flour & grain.	Lumber.
Easton.....	\$20,920 60	\$164,282 04	\$3,063 08	\$8,041 60
New Hope.....	3,495 38	47 70	308 52	504 10
Bristol.....	1,274 68	219 96	155 6	432 72
Philadelphia.....	12,496 17	1,904 21	.....	214 62
Paoli.....	1,764 39	.....	2,646 35	.....
Parkesburg.....	1,158 72	.....	26,921 32	53 21
Lancaster.....	2,592 06	24 49	20,46 68	105 45
Columbia.....	19,326 28	6,430 50	4,510 00	10,570 62
Portsmouth.....	6,987 72	1,496 46	1,322 14	688 25
Harrisburg.....	4,165 32	11,001 17	91 25	384 87
Newport.....	1,065 89	712 52	2,364 10	51 80
Lewistown.....	917 68	32 14	7,774 34	21 18
Huntingdon.....	2,413 97	124 41	5,002 50	102 79
Holidaysburg.....	15,897 68	26,459 88	854 40	3,425 09
Blairsville.....	601 25	11 60	97 50	117 48
Pittsburgh.....	.....	18,656 29	46,219 65	.....
Duquesburg.....	4,600 60	1,000 60	7,000 00	7,000 00
Williamsport.....	623 01	21 77	1,732 00	17,807 22
Northumberland.....	19,682 60	2,129 45	6,044 92	8,639 02
Beach Haven.....	2,461 53	181,807 06	290 86	2,726 49
Liverpool.....	620 43	4,264 84	1,803 27	616 78
	122,383 46	420,566 49	139,663 90	61,803 30

The following is presented as a condensed view of the operations on all the lines of canals and railroads for the year:

PHILADELPHIA AND COLUMBIA RAILROAD.

The business of this road presents a very favorable increase over that of the previous year. A system of economy has been adopted in all its departments, which is gradually bringing the expenditures down to the lowest practicable point. For instance, the cost of hauling a ton of freight over the whole distance of the road from Philadelphia to Columbia was, in 1853, sixty-six cents six mills, (or eight and one-fourth mills per mile,) being ten and one-fourth

cents less than in 1852. The same decrease obtains in the carrying of through passengers, the cost of each being nearly five cents less in 1853 than in 1852. Emigrant passengers have been carried over the road during the year at a positive loss, in consequence of the necessity of transporting them to their destination with the least possible delay. This subject will engage the attention of the Board when arranging the toll sheet for the coming year, and if such a rate of toll cannot be obtained as will remunerate the Commonwealth, and at the same time offer to emigrants the accommodation and comfort, while passing through our State, as are required by every dictate of humanity, then their transportation over the works of the Commonwealth must be discontinued.

It will be seen by the following table, that there has been an increase over 1852, of one thousand one hundred and fourteen, in the number of trips made by locomotives; of thirty-three thousand nine hundred and twenty-nine, in the number of cars transported; and of seventy-six thousand five hundred and thirty-two tons of freight transported over the whole length of the road:

	No. of trips of locomotives.	No. of freight cars.	Tons of freight.	Cost of motive power.
1853.....	9,571	169,650	394,251	\$241,152 81
1852.....	8,457	135,721	317,719	209,196 31
Increase.....	1,114	33,929	76,532	\$31,956 50

In this table, the cost of motive power, for both years, is exclusive of the purchase of locomotive engines, and may therefore be taken as a fair comparison. The increase in the cost in 1853, over 1852, is but a small advance, when the increase in the number of tons transported is taken into consideration.

The annexed table exhibits the number of miles traveled by passengers, the tolls on passengers, mails and freight, and the total amount of tolls received at the several offices on the road, as compared with 1852:

	Passengers, miles.	Toll on mail.	Toll on passengers.	Toll on freight.	Total tolls.
For year 1853..	12,33,717	\$15,840 00	\$250,559 25	\$552,976 02	\$810,478 88
Do....1852..	10,832,249	12,500 00	254,223 18	502,921 26	769,644 39
Increase....	1,506,468	\$3,340 00	*\$3,663 88	\$50,054 76	\$40,834 49

* Decrease.

In the column of tolls on passengers, is included the amount chargeable for November, but not paid in until after the close of the fiscal year. This will account for the discrepancy between the amount of the several items, and the aggregate of the tolls received. A change in the manner of keeping the accounts at one of the offices, threw but eleven months passenger business into the present year. To preserve the comparison between 1852 and 1853, the month of November is included in the number of miles travelled and the amount of tolls received from passengers.

It is proper to observe that the whole toll on through specific goods carried westward is paid at Philadelphia, and on those going eastward at Pittsburgh. The board have not undertaken to apportion to each railroad and division of canal its pro rata share of these tolls, as they have preferred to treat the whole main line as one work. The portion of these tolls which are justly due to the

Philadelphia and Columbia railroad is, therefore, a matter of calculation, for which there is no accurate data.

The decrease in the amount of toll received from passengers, whilst there has been an increase in the number carried, is accounted for by the fact that there has been a material reduction in the rates, as compared with those which governed the business in the previous year. This reduction was demanded by the increased competition, and could not have been avoided without a still greater loss to the revenues of the Commonwealth.

It having been satisfactorily ascertained that the tracks of the road were seriously injured by the passage of section boats, and that the cost of their transportation exceeded any benefit which the State derived therefrom, the board, from a sense of public duty, were compelled, at the commencement of 1853, to prohibit their conveyance over the road. It has not been discovered that this prohibition has inflicted any injury to those engaged in this mode of conveying freight.

Eight new locomotive engines were purchased, under the act of last session, at a cost of seventy-six thousand dollars. To meet the anticipated increase of business in 1854, six additional ones will be required, the cost of which is included in the estimates for motive power expenses accompanying this report. It is the opinion of the superintendent, who has paid a commendable attention to the reduction of expenses, that one first class engine will do more work than four of the fourth class and at one half of the cost. He, therefore, recommends the sale of twelve of the third and fourth classes, and replacing them with four new engines of the first class. The board concur in this recommendation, and if the act of the 10th day of May, 1850, is considered as not authorizing, at the present time, a sale of inferior class engines and the substitution of those of a superior class, it is respectfully suggested, as a matter of economy, whether the Legislature should not again clothe the Board with the necessary authority to make the change.

The increase of business will require an increase in the capacity of the water stations. In addition to the ordinary repairs to these structures, it is proposed to erect durable basins at Lemon Place, Gallagherville, Parkesburg and the Steamboat, at all of which there is running water. This desirable improvement will be accomplished at a small expense.

An addition to the engine depot at West Philadelphia is required by the constantly increasing trade. The present building will contain only sixteen engines. There are now fifty-four on the road, and as more than one-half of these are frequently required at the eastern terminus, it consequently happens that a large number must be left without shelter and liable to deterioration, resulting from exposure to the inclemency of the weather. About twelve thousand dollars will complete the necessary additional building.

The machine shops at Parkesburg have been beneficially improved by the erection of a new building for blacksmiths', boiler makers' and coppersmiths' purposes. This addition will be the means of saving expenses for repairs in the motive power department.

A depot at Dillerville capable of containing from four to six engines has become indispensable, the cost of which will not exceed twelve hundred dollars. The expenses of the motive power department was \$2,867 87 less than the appropriation.

In the repair department the expenses exceeded the appropriation one thousand one hundred and ninety-six dollars and fifty-seven cents, in consequence of the repairs required to the old track. The south track is very much worn-out, and its constant repair requires a heavy expenditure, there having been a large additional tonnage thrown upon it during the relaying of the north track. Five thousand five hundred new and seven thousand old cross-ties; fifty thousand old chairs, sixty thousand old chair-bolts and thirty-nine frogs were used in the repair of the old track. Five new crossings and a

siding at the Columbia depot were put down; and the track relaid with old iron and new ties from the old depot to Brooks' corner in Columbia.

It is estimated that six thousand nine hundred and twenty-five dollars will be required to place the several railroad bridges in proper repair. By the appropriation bill of the last session the Canal Commissioners were authorized, if they deemed it to the interest of the Commonwealth, to have the bridge over the railroad at the collector's office in the city of Lancaster reconstructed of iron, provided the said city would contribute one-fourth of the cost. As no appropriation was made to carry this order into effect, the Board were compelled to decline the ordering of the erection of an iron bridge. The estimated cost of such a structure is twenty-five hundred dollars; the Commonwealth's proportion of that amount is included in the estimates presented for the rebuilding of the road and farm bridges.

To accommodate the trade from the west thrown on the road at Columbia by the Pennsylvania railroad company, it became necessary to construct an additional weigh-scale at that point. A new scale has been accordingly erected in the old depot at a cost of three thousand two hundred and sixteen dollars. It is one hundred and thirty feet long and will weigh four long cars at a draft.

The sidings at Columbia are found to be insufficient to meet the increased business with the required promptness. It is contemplated to extend the one allotted to the western cars at least half a mile.

The Board expected to have been able to announce the entire completion of the north track, under the several appropriations made for the improvement of the road. This desirable event was, however, entirely frustrated by an accident which befell the works of the contractors for the delivery of the iron rails. There is, consequently, thirteen miles of the old rail on that track remaining to be relaid, for which a further appropriation of twenty-two thousand dollars will be required.

The south track has become much worn, and requires to be speedily relaid at several points. The act authorizing the improvement directed that the space between the two tracks should be increased to six feet. This has been done on all that portion of the track relaid, leaving about eight and a half miles where the iron was of too good a quality to be replaced with new, to be widened to the space designated by the act referred to.

For a detailed and comprehensive view of the operations on, and requirements of, the road, the legislature is respectfully referred to the accompanying report of the superintendent.

ALLEGHENY PORTAGE RAILROAD.

By reference to the report of the Superintendent of the Allegheny Portage railroad, it will be seen that the expenses of working the road, including motive power and repairs, for the fiscal year which has just closed, amounted to the enormous sum of four hundred and ninety-two thousand five hundred and fifty-two dollars. The reported expenses on this road for the year 1852, was four hundred and two thousand one hundred and ninety-five dollars. To this, however, must be added fifty-four thousand three hundred and thirty-three dollars which had not been reported by the former superintendent, but has since been discovered and reported by the officer now in charge of the road, thus making a gross sum of four hundred and fifty-six thousand three hundred and twenty-eight dollars as the expenses of 1852, being an excess in 1853, over that of 1852, of thirty-six thousand two hundred and twenty-four dollars. Could the Board assume that the amount expended in 1852 was all legitimate, there would be but little difficulty in demonstrating that this excess was but the natural result of the increased travel and tonnage. But was the expenditure of 1852 all proper? This is the problem. Although the Board have not been able to detect any fraud, yet, from the very care;

less manner in which business has hitherto been transacted there, it is readily perceived how easy it might be to practice extensive frauds, and at the same time the officer in charge of the road be innocent of any corrupt motive. Take the article of wood for example, and it cannot be doubted but that the State has been imposed upon to a large amount, notwithstanding the payments have generally been made upon the certificates of the inspector appointed for that purpose, the only exception to this rule being a few thousand cords which were taken up by other officers of the road, in the absence of the inspector. The conclusion therefore is irresistible, that either fraudulent certificates must have been issued, or the officers deceived by the parties furnishing the wood. The Board incline to the latter opinion. Who can believe that seventy thousand three hundred and fifty dollars worth of wood could be consumed in the transportation of a given amount of tonnage and number of passengers, over thirty-six miles of this road, when it required but sixty-seven thousand six hundred and eighty-eight dollars worth to transport, at least an equal amount, over eighty-one miles of the Philadelphia and Columbia road? The proposition is absurd.

Without being able, therefore, to fix upon any parties a specific charge of fraud in this respect, yet a regard for truth and candor constrains the Board to express the opinion, that at least forty thousand dollars have been paid out for wood, within the two past years, for which not one dollar's advantage has accrued to the Commonwealth. Most of this wood had been contracted for and delivered prior to January last. The Board have determined upon a rigid enforcement of the rules which have been adopted for the management of this road, which, it is believed, will effectually prevent imposition in future, and save to the State (in this item) twenty thousand dollars the present year, taking as a basis the two past years. It is now made the duty of the superintendent, before contracting for wood, to invite sealed proposals, by advertisement, for furnishing it, designating the points at which it is to be delivered, &c., and the contracts, in all cases, are to be awarded to the lowest responsible bidders. When delivered, it is to be carefully inspected and measured, and the amount entered in the books of the superintendent. No more is then to be delivered until another allotment be made.

Under this arrangement there can be no paying for wood, either by accident or design, twice, or three times, without detection. It is believed, too, that by a rigid enforcement of the rules, which have recently been established by the Board, for the purchase of lumber and other materials for the repairs of the railroads and canals, a large sum may be saved annually. The same regulations are to be observed in this respect, which have just been noticed in regard to wood. It is proper to remark here, that, before the adoption of the rules above referred to, most of the contracts for lumber, &c., for the past year had been made; hence, no visible diminution of expenses, in the repair department, has taken place. When these wholesome measures of reform shall have been fully carried out, together with some others of minor importance, not referred to, a considerable reduction in the expenses for repairs may be looked for. The Board confidently believe this will be demonstrated the present year.

In accounting for the extraordinary expenditure on the Portage road the past year, the superintendent estimates the cost of keeping the road open at night, at seventy-five thousand dollars. When the fact is taken into view that this service requires a double set of hands to be employed all the time, and that the fires had to be kept up, as well at the stations as on the levels, all night, it is believed that this is not too high an estimate. This service was performed exclusively for the accommodation of the passengers carried by the Central Railroad Company; and although the tolls which accrued to the State fell far below the actual outlay, yet still the Board would have been justly censured had they refused to pass the passenger cars after night,

it being impracticable to make the proper connections at Philadelphia and Pittsburgh, so as to pass them all over this road in daylight.

Besides this, the superintendent assures the Board, verbally, that he can show, by the most indubitable evidence, that he paid out on bills of wood, lumber, oil and other material, connected with the motive power and repair departments, at least sixty thousand dollars, which properly belonged to the expenditure of 1852, as they had been actually used in that year, but which he reported in his expenses of 1853. From the representations made, and the evidence adduced, the Board incline to credit the statement. If this be so, why then it is clear that the expenses of 1852, instead of being less, were much greater than 1853.

To recapitulate. It has been stated above, that according to the report of the superintendent, there had been expended, in 1853, four hundred and ninety-two thousand five hundred and fifty-two dollars, and it has also been stated that the expenses of 1852 were four hundred and fifty-six thousand three hundred and twenty-eight dollars—showing an excess in 1853 over 1852 of thirty-six thousand three hundred and twenty-eight dollars. But if we deduct from the expenses of 1853, the sixty thousand dollars, which the superintendent claims properly belonged to 1852, but which he reported as belonging to 1853, and add it to the expenses of 1852, it will make the expenses of 1852 five hundred and sixteen thousand three hundred and twenty-eight dollars, and that of 1853 four hundred and thirty-two thousand five hundred and fifty-two dollars; being an excess in the former over the latter year of eighty-three thousand seven hundred and seventy-six dollars. Whatever consideration the Legislature may be disposed to give to this allegation, the Board deemed it but an act of justice to the superintendent to give him the benefit of it, in explanation of the apparent increased expenditure.

There are other matters contained in the report of the superintendent, showing an unavoidable necessity for a portion of the expenditure, in order to keep the road in a condition adequate to the increase of trade, to which the attention of the Legislature is respectfully invited. But let us, for a moment, view this subject in another light.

The engineer, in charge of the new work for the avoidance of the planes on the Portage road, estimates the sum necessary to complete a single track at six hundred and five thousand seven hundred and thirty-five dollars.

This done, and there would be an annual saving of expenses on this road (as compared with the two past years) of at least two hundred and fifty thousand dollars. Thus, in three years, a much larger sum would be saved than would now be required to complete the road as contemplated.

If any one doubts this, let him take up the report of the superintendent of the Philadelphia and Columbia road and see what it costs per ton per mile, to transport over that road, and let him add a hundred per cent. on account of the grades being higher on the Portage, and consequently requiring greater motive power to overcome them; then deduct what it would have cost to transport the same tonnage over the new road from what it actually did cost to carry it over the old road, and then say whether the estimate of the saving is too large. The Board would therefore most respectfully suggest to the Legislature, the importance of at once appropriating a sum sufficient to complete this work at the earliest practicable period. Whatever difference of opinion there might have been with regard to the necessity of two roads over the Allegheny mountains, at the time the question was first presented, it seems to the Board that every principle of sound policy would now dictate the speedy completion of the State work.

There has been already appropriated upon the new road the sum of \$1,079,735, inclusive of the value of old material, and to finish it for a single track as stated above, will require but six hundred and five thousand seven hundred and thirty-five dollars, exclusive of the estimated value of old material, which, as has been already shown, would be saved in less than three years.

Should this recommendation be met with the suggestion, that "the State works ought to be sold," it is answered that they could be sold to much better advantage in a finished than in an unfinished state. Besides it is submitted, whether the sale could be consummated short of another year at best, and should the Legislature refuse to appropriate the money necessary to complete the work, on the assumption that the improvements will be sold, and it should turn out that a sale could not be effected, then the work would be delayed for at least a year, causing a loss to the State of not less than two hundred and fifty thousand dollars, that being the estimated difference between the cost of working the new and the old road, taking the experience of the last two years as the data for the old road, and the estimated cost of working the new as shown in a former part of this report.

THE MAIN LINE OF CANAL

Was opened for navigation throughout its whole length on the sixth of March. Very little interruption was experienced throughout the season, except from low water in the Conemaugh. The banks of the Western reservoir being new, it was considered unsafe to fill it to its capacity. At no time did the depth of water exceed fifty feet, being fifteen feet less than its capacity. In consequence, owing to the long continued dry season, the reservoir was exhausted, and boats prevented for a short period from passing with full loads. The banks having now become settled, and the reservoir capable of holding with safety a depth of sixty-five feet of water, it is believed that it will answer the purpose intended of furnishing a sufficient supply to the upper levels, during ordinary dry seasons.

The repairs out of the ordinary character executed during the year, were throwing a heavy cribbing across the Juniata, at Piper's dam, and connecting it with the dam, so as to preserve it from destruction; the rebuilding of the aqueduct and lock at Mexico; repairing the Swatara aqueduct; rebuilding locks and repairing breaches. The repair of breaches cost fifteen thousand five hundred and thirty dollars and twenty-two cents.

The aqueduct across the Swatara has become much dilapidated and will require to be rebuilt. Timber will be procured, and the structure framed, so as to be put up at the close of the next season. Considerable repair will likewise be required to the Clark's Ferry bridge. Three of the spans have been thrown out of line, and are in danger of falling down. Arrangements have been made for its immediate repair and security.

SUSQUEHANNA DIVISION.

Navigation was resumed on the fifteenth of March. Several breaches occurred during the season, which interrupted transportation for about ten days. Notwithstanding the increase of business which was thrown upon this division, the expenditures for repairs fell short of the appropriation. The new outlet lock at Northumberland, placed under contract in pursuance of the appropriation bill of 1852, was completed and ready for use at the opening of the canal in the spring. Three thousand dollars were expended in repairing breaches.

WEST BRANCH DIVISION.

This line was not opened for navigation until the twentieth of April. It was much injured by floods, in February and April—thirty-one breaches were made in the banks, and two spans of the new aqueduct over Pine creek were swept off. The Larry's creek aqueduct must be rebuilt the present winter. It will be seen by the table of receipts, that the revenues derived from this

line are steadily on the increase; and from the additional capital invested in saw-mills and other manufacturing establishments, along the Branch and its tributaries, there is every prospect that that increase will continue. Cost of repairing breaches eight thousand dollars.

In pursuance of the act of April, 1851, the mills and land belonging to the Commonwealth, at the mouth of Loyalsock creek, were sold at public sale, in the borough of Williamsport, on the twenty-seventh day of October last, for the sum of six thousand six hundred dollars. Five hundred dollars were paid on signing the articles of agreement; the balance to be paid in two equal annual payments.

NORTH BRANCH DIVISION.

Navigation was resumed on the 24th of March, and experienced very little interruption during the year. The expenditure for repairs was kept within the appropriation. Several breaches were caused by the spring freshets, costing for their repair three thousand three hundred and eighty-nine dollars and forty-nine cents. The line is generally in good order, and will, for the next season, require only the repairs incident to the natural wear and tear.

This division shows a large excess in tolls, compared with 1852. The increase at the Beach Haven office is sixty-one thousand six hundred and sixty-seven dollars and thirty-six cents. Both offices exhibit the following result:

Tolls at Beach Haven in 1853.....	\$191,017 76
Do..Northumberland in 1853	9,284 51
	<hr/>
	200,302 27
Tolls received in 1852	143,945 12
	<hr/>
Increase over the year 1852.....	56,357 15
	<hr/>
Receipts for 1853	\$200,302 27
Expenditures for 1853.....	26,080 70
	<hr/>
Net receipts in 1853.....	174,221 57
	<hr/>
Amount of coal shipped at Beach Haven in 1853.....	419,413 tons
Do.....do.....do.....1852.....	319,341 "
	<hr/>
Increase in 1853	100,072 "
	<hr/>
Toll on coal received at Beach Haven in 1853.....	\$181,807 06
Do.....do.....do.....1852.....	119,018 08
	<hr/>
Increase in 1853.....	62,788 98
	<hr/>

DELAWARE DIVISION.

Owing to the re-building of the enlarged locks and widening the prism of canal and aqueduct at New Hope and building the enlarged lock at Uhlersville, this line was not ready for the passage of loaded boats until the third of May. Several breaches subsequently occurred, at various times, which, in addition to the sinking of boats and the necessity of drawing off the water, caused a further delay of thirty-four days. From these combined causes, the revenues are less in 1853 than in 1852. The entire decrease in the receipt of tolls is not, however, attributable to these delays. An intelligent officer of the line, in reporting upon the decrease in the amount of coal shipped during the season, says: "It is but just, however, to remark, that the fact of so limited a

supply of coal having gone down the Delaware division the past season, should not be attributed entirely to the delays on our canal, (which has been in a condition, the greater part of the season, to have accommodated a much larger tonnage than has been thrown upon it,) but rather to the fact that the shipment of coal from the mines has been restricted, in a great degree, from the want of available boating facilities—the prices which shippers were paying for freight being entirely insufficient to bring out the usual supply of boats.” The supervisor reports that this line has not been worked up to its capacity during the season “by some twenty-five or thirty boats per day, except the first five or six weeks at the opening in the spring, and about two weeks after the breaches.” Cost of repairing breaches eleven thousand five hundred and fifty-four dollars and six cents.

Amount of coal shipped at Easton in 1853.....	635,137 tons
Same time last year.....	774,460 “

Decrease in 1853.....	<u>139,323 “</u>
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The tolls collected at the several offices on the line amounted—

In 1853 to.....	\$253,591 03
In 1852 to.....	267,294 66

Decrease in 1853.....	<u>13,703 63</u>
-----------------------	------------------

The improvements authorized by the appropriation bill of 1852, for increasing the capacity of the canal at New Hope and at Uhler's, have been completed, and give general satisfaction to all who use it as means of transportation. In addition to the eighty thousand dollars appropriated, it will require twenty thousand three hundred and twenty dollars to pay debts due the contractors.

The Delaware division has established a character for being the most productive branch of the public works. Up to the present time it has had no competitor for the carrying trade of the mineral region bordering upon the Lehigh, with the single exception of the Morris canal. This exemption from rivalry is about to cease. The Lehigh valley railroad, which, it is said, will be completed during the summer of 1854, will connect at Easton with the New Jersey Central railroad running to Elizabethtown Point; and at the same place with the Trenton and Belvidere railroad, now near its completion. The North Pennsylvania railroad is, it is understood, under contract from Philadelphia to Bethlehem. This last named road will give Philadelphia a connection at or near Bethlehem, with the Lehigh valley railroad. A route has also been surveyed for a railroad to connect the Morristown railroad with the Lehigh valley road at or near Freemansburg, on the Lehigh river.

The policy of enlarging the capacity of this division has been strongly pressed upon the consideration of the Board. It is alleged that that the increased business would promptly repay the expenditure necessary to accomplish this object, and that the ends of trade and commerce would thereby be greatly promoted. The Board concur in these views, and respectfully recommend the subject to the favorable consideration of the Legislature.

ROAD TO AVOID PLANES ON THE ALLEGHENY PORTAGE RAILROAD.

The accompanying report of the engineer of the road presents a comprehensive view of the operations in his department for the past year. The work has been prosecuted along the whole line with as much vigor as could have been expected from the amount of the appropriations, the scarcity of hands and the failure in the delivery of iron. In consequence of the contractors for iron having failed to fulfil their engagements, the laying of the track on

the long level on the western slope of the mountain has been materially delayed, but the whole line has been so far advanced as to render certain its entire completion by the close of the year 1854, if the Legislature should make the requisite appropriations. A second track from the intersection of the new work with the long level to the foot of plane No. 4 has been completed, a distance of 5.33 miles, exclusive of the branch connecting the new and the old roads. The board had entertained the hope that they would have been enabled to have reported the completion of that portion of the road on the eastern slope avoiding planes Nos. 9 and 10, but the contractors were unable to finish their work in consequence of the great scarcity of hands during the summer months. All the work from the summit to Hollidaysburg is in such a state of forwardness as to insure its completion by the close of the coming year. The estimates of the engineer are based upon the completion of the road from the Hollidaysburg intersection to a point 1.22 miles east of the stone viaduct. In his report he says that "near the mouth of the south fork of the Conemaugh, 1.28 miles east of the stone viaduct, the Pennsylvania and Portage roads intersect each other obliquely, and as the elevation of the grades are the same, a connection could readily be made. Presuming that some satisfactory arrangements will be entered into for the use of the company's road from thence to the Conemaugh station, I have only included in the subjoined estimate the portion of the long level lying east of that point. If therefore it should be deemed advisable to extend the new track to the stone viaduct, an additional sum of twenty-five thousand dollars will be required."

The cost of a double track road between these points is as follows:

Divisions.	Length in miles.	Am't of work done.	Am't of work to be done.	Total amount.
Long level.....	7.46	\$57,061	\$133,766	.....
From intersection to foot of plane No. 4.....	5.23	225,988	.....	.....
From foot of plane No. 4 to Hollidaysburg level.....	20.81	690,200	775,503	.....
Engineering and miscellaneous accounts .....	.....	75,000	25,000	.....
	33.60	1,048,249	934,269	\$1,982,518

The amount appropriated and the amount required for the completion of the whole work with a double track, will then stand as follows:

Total cost of double track road, as above stated.....	\$1,982,518
Deduct appropriations of 1851.....	\$175,000
Do.....do.....1852.....	243,085
Do.....do.....1853.....	413,000
Do.. amount of old material sold.....	58,596
Do.. amount estimated of remaining old material.....	190,054
	1,079,735
Leaving for the amount yet to be provided.....	902,783

The original estimates for this road were based upon the construction of a single track. The Legislature of 1852, however, directed that a double track should be laid on a portion of the line. This direction was regarded by the Board as decisive of the opinion of the Legislature in favor of a double track for the whole length; and consequently the whole road was ordered to be graded for a double track.

The Board are of the opinion that, as a matter of economy, the grading should be completed according to that direction, so as to provide for future exigencies; and that the superstructure for a single track, with suitable sidings

for the passage of trains, should only be laid down for the present. The withdrawal of the passenger and freight business of the Pennsylvania railroad company from the road will, it is believed, render the construction of a second track unnecessary, until such time as the increase of tonnage may demand more enlarged facilities.

If this plan should meet the approbation of the Legislature, a saving of two hundred and ninety-seven thousand dollars would be effected from the foregoing estimate for the completion of a double track. An appropriation of six hundred and five thousand seven hundred and eighty-three dollars would be required to complete the road, graded for a double track with a single track superstructure. The work has progressed so far that, in the opinion of the engineer, there would be very little economy in reducing the grading for the balance of the work to a single track.

It has been alleged that this work would cost more than similar roads constructed by private companies. In answer to this, the engineer, in his accompanying report, says:

"Much has been said by persons prejudiced against the New Portage road, and ignorant of the facts in regard to it, about the location, extravagance of the prices paid, and enormous ultimate cost of the work; but I feel confident that an honest and careful examination would convince any intelligent mind that in point of economy, in location and construction, it will compare favorably with any work of equal importance in the country. As an illustration of this subject, I will content myself with a single comparison.

"It would appear from the report of the engineer of the Pennsylvania railroad, dated January 31, 1853, that the mountain division of that road, extending from the stone viaduct to Alcona, a distance of thirty-one and a half miles, with grading for a double track and a single track laid, is estimated to cost..... \$2,380,000 00

"Add to this the cost of the superstructure of the second track, thirty-one and a half miles, at \$11,000 per mile. 346,500 00

"And we shall have. \$2,726,500 00

"Now the distance embraced in the foregoing estimates of the New Portage road, is thirty-three miles and six-tenths of a mile, and the total estimated cost of a double track road is \$1,982,518 00: thirty-one and one-half miles, at this rate, would be only..... 1,858,610 00

"Showing a difference in favor of the New Portage road of. . \$867,890 00"

It cannot be deemed necessary for the Board to repeat the arguments used in a previous part of this report, in favor of avoiding the inclined planes. Whilst these obstacles exist to a speedy and cheap transportation, the Commonwealth cannot, with the competition now existing, expect to derive any revenue from the conveyance of freight over this road. From its worn-out condition and the constantly increasing cost of keeping up and working the planes, the expenditures must necessarily continue to exceed the revenues. The saving in the cost of transportation, by the construction of a new road, as compared with the expenditures on the old, will, in less than three years, more than pay the amount required to complete the road to avoid the planes, now so near its completion. The Board entertain but one opinion upon the subject, and that opinion is that true economy requires that the work should be completed at the earliest practicable period. The whole question is, however, submitted to the Legislature. If the road is to be completed, an early appropriation should be made. When the funds were exhausted in November last, the usual notice of that fact was given to the contractors, who have since been progressing with their work, on the implied faith of former appropriations.

EXTENSION OF THE NORTH BRANCH CANAL.

This work has been completed from the Lackawanna (the termination of the old finished line) to the out-let lock in the pool of the dam above Athens. The water has been let into this portion of the division for about one-third of its length, and the canal tested for that distance. The whole line is finished, with the exception of a few farm bridges and lock houses. From the pool of the dam above Athens to the State line, a distance of two miles and five-eighths miles, the work is all under contract, and will be finished by the opening of navigation in the spring.

The following table exhibits the entire cost of the work since its recommencement in 1849, viz :

Sections, locks, dams and aqueducts.....	\$1,357,553 10
Superstructure of.....do.....	39,648 59
Public and farm bridges.....	60,639 75
Lock houses.....	13,530 08
Incidentals.....	4,384 26
Fencing.....	4,634 26
Iron, castings and spikes.....	44,297 37
Cement.....	8,760 96
Transportation.....	9,121 24
Damages, removing buildings, &c.....	4,354 20
Jobbing contracts.....	15,446 79
Repairs.....	52,677 00
Bridge releases.....	5,533 41
Superintending and engineering.....	64,222 82
Stationary and instruments.....	1,837 96
Advertising and printing.....	576 86
Waste-weirs.....	2,281 50
Sections B. C. and D, (from Athens to State line).....	34,940 00
Bridges and lock houses to be built.....	9,808 36
Fencing.....do.....	6,810 00
Total cost.....	1,746,058 51
Deduct amount of former appropriations.....	1,575,000 00
Amount to be appropriated.....	171,058 51

It will be necessary to construct two weigh-locks, one at Athens, and the other at Pittston; the estimated cost of which, including scales, is twenty-eight thousand dollars. This amount is not included in the foregoing statement of the sum required to be appropriated. The Board would recommend an early appropriation of the whole amount required, as most of it is now due to contractors and laborers.

In accounting for the excess of expenditures over the estimate of the cost made at the time the work was re-commenced, the present engineer says:

"There are several causes for this work exceeding the estimate made by Mr. Foster, for its completion. First, we have done work not expected to be done, and which was not included in his estimate, such as protecting the river banks below Athens and Towanda dams—cribbing, to protect the Towanda and Horse Race dams—also the extension of the Horse Race schute. We found it necessary to build six farm bridges more than had been estimated. We encountered difficulty in several sections with water, which increased their cost materially. The cleaning up of the finished, or old part of the canal, cost largely over the estimate, owing to the price of labor, and the scarcity of men. We have also expended considerable repairing leaks and breaks in passing the water, all of which aided to swell it above Mr. Foster's estimate."

The Junction company's canal from the State line to Elmira, connecting our works with those of New York, is nearly completed, and will be ready for transportation at the earliest period of navigation in the spring.

It cannot but prove a source of public congratulation, that this long delayed

link in our chain of improvement, is now about to add largely to the public revenues, and to develop the resources of a rich and interesting portion of our Commonwealth. That it will amply compensate for the large expenditure incurred in its construction, the result of the business now done on the old line from Northumberland to the Lackawanna, may be regarded as a sure guarantee. On the opening of navigation in the spring, we shall have a continuous water communication, by canal boats, from the Delaware and the Chesapeake to Lake Erie. Such a communication must prove of incalculable advantage to the citizens of Pennsylvania and New York.

Statement No. 1, exhibits the sums which will be required to meet all the expenses of keeping up the canals and railroads for the year 1854, viz:

For repairs, in addition to the sum of \$150,000 appropriated by the act of April 19, 1853, for repairs after December 1, 1853.....	\$301,889 00
For motive power expenses on the Philadelphia and Columbia railroad, in addition to the sum of \$50,000 appropriated by the act of April 19, 1853,.....	208,255 00
For motive power expenses on the Allegheny Portage railroad, in addition to the sum of \$20,000 appropriated by the act of April 19, 1853.....	230,000 00
For pay of collectors, weigh-masters and inspectors, and incidental expenses of their offices.....	53,087 79
For pay of lock-keepers.....	45,934 50
For repairing road and farm bridges.....	16,000 00
For compensation of Canal Commissioners, &c.....	6,195 00
Making the total amount required for the service of the year 1854, (including the foregoing enumerated appropriations for repairs and motive power, per act of April 19, 1853).....	\$261,260 29

For objects not connected with the expenses of 1854, the following appropriations will be required:

For the purchase and preparation of material for repairs after December 1, 1854, to be deducted from the appropriations for 1855.....	\$225,000 00
For motive power expenses from December 1, 1854, to April 1, 1855.....	100,000 00
To pay debts for repairs in 1853.....	88,122 25
To pay debts contracted for repairs previous to December 1, 1852.....	76,094 20
To pay debts contracted for motive power in 1853.....	109,631 45
Do..... do .....prev.ous to December 1, 1852.....	40,180 92
To pay balance due lock-tenders, December 1, 1853.....	4,293 00
Do..... do .....contractors for the improvement of the Delaware division.....	20,320 00
	\$663,641 82
The gross receipts for 1854, are estimated at.....	\$2,100,000 00

The items for motive power and repairs, after the 1st of December, 1854, have been increased beyond the appropriations of last year for the same purposes, so as to prevent the necessity of incurring debts between the close of the fiscal year and the usually late period at which the appropriation bill is passed. This necessity has hitherto been the cause of adding to the expenditures. Its avoidance for the future, by enabling the disbursing officers to pay cash promptly for materials and labor, will prove a saving to the treasury and give those officers an opportunity to discharge their duties more satisfactorily to all parties concerned.

By the preceding statement it appears that at the close of the last fiscal year there was on the various lines an indebtedness of three hundred and eighteen thousand three hundred and twenty-one dollars and eighty-two cents, exclusive of the improvement of the Delaware division.

Of this sum one hundred and sixteen thousand two hundred and seventy-five dollars and twelve cents, was prior to December, 1852, and a portion of it as far back as 1847, and had not been reported previously.

The board sincerely desiring to have the back debts reported to the last

dollar, directed a circular to each of the disbursing officers, requiring them, in addition to reporting the gross amount of debt due on their respective divisions, "to report the names of the creditors, with the amount due to each." It is hoped that by the adoption of this mode the entire indebtedness may have been brought to light; and also, that by a strict enforcement of the same rule hereafter, there will be no withholding of debts, as has been too often the case heretofore.

Now that the "names of the creditors" are all on file in the Canal Commissioners' office, if any one suspects that his claim against the Commonwealth has not been reported, all he has to do is either to make the examination himself, or if this be inconvenient, write to some one in Harrisburg to do it for him. In this way any errors that may occur, in any of the reports, may be corrected during the sitting of the Legislature, and a check put to this interminable practice of asking for appropriations year after year "to pay old debts."

The board have determined to enforce the observance of this rule upon all the officers on the public improvements, and a failure to carry it out in letter and spirit, will be regarded as a misdemeanor in office and treated accordingly.

Although the amount of this debt is very large, and although the Board deeply regret that so much of it should have been withheld in former years, yet they felt that it was a duty they owed to the representatives of the people, as well as to the people themselves, and to their own sense of propriety, to lay the matter fairly before the Legislature, so that it could be acted upon understandingly.

Having thus presented to the people's representatives what is believed to be the whole liability of the Commonwealth for debts on the old lines, including motive power and repairs, prior to December 1, 1853, the Board feel that they would not have discharged their whole duty did they close without urging upon the attention of the Legislature the necessity of prompt action. Permit the Board therefore respectfully, but most earnestly to ask, that a bill be passed, with the least possible delay, appropriating a sum sufficient to pay these debts. Many of these creditors are men of but limited means, and some of them are entirely dependent on what is due them from the Commonwealth, for the support of themselves and helpless and suffering families. To delay action on this subject, therefore, until the time at which appropriation bills are usually passed, would be prejudicial to all, and to some absolute ruin.

Intimately connected with this subject is the necessity for an early appropriation to defray the current expenses on the public works, for the present year. Much embarrassment has been thrown in the way of the disbursing officers, on account of the tardy action of former legislatures, in this particular. The inevitable result of such delay has been, and always must be, the accumulation of a large debt during the winter, with all of its attendant evils. But the Board feel entire confidence that the wisdom and sense of justice which will characterize the representatives of the people, will prompt them to act in the premises in such manner as will be creditable to themselves and just to our common constituency.

It is respectfully suggested, that when the Legislature increases the salaries of the employees on the public works, an amount corresponding to that increase should be added to the appropriations. Last year, after the estimates had been presented, an act was passed increasing the pay of certain persons employed in the motive power department of the two railroads of the Commonwealth. That act added to the expenses of these roads, over and above the amount asked for, the sum of twelve thousand dollars, for which no provision was made. This mode of increasing compensation, without providing funds to meet that increase, must necessarily involve the works in debt, for which neither the Canal Commissioners nor their disbursing officers can be held accountable.

Before concluding this Report, the Board beg leave to observe that some misapprehension seems to exist as to the source from whence the

Canal Commissioners derive their power. Previous to the act of 1843, they were appointed by the Governor, and accountable to him. Since that period they have been elected by the people, and are responsible to them alone, and are in no manner accountable to the Executive or required to adopt his policy; nor has he the power to control their action, in the slightest degree. Whatever credit or censure the service may entail upon the Board, cannot be shared by the Governor.

All of which is respectfully submitted,

WM. T. MORISON.
SETH CLOVER.
WM. HOPKINS.

STATEMENT No. 1,

Showing the amount necessary to be appropriated for ordinary repairs, during the fiscal year ending November 30, 1854.

Philadelphia and Columbia railroad.....	\$68,975 00	.....
Deduct from appropriations for repairs after Dec. 1, 1853..	16,000 00	.....
		\$52,975 00
<i>Allegheny Portage Railroad.</i>		
Ordinary repairs.....	\$75,000 00	.....
Deduct from appropriation for repairs after Dec. 1, 1853...	25,000 00	.....
		50,000 00
<i>Eastern Division.</i>		
For repairs.....	\$38,000 00	.....
Deduct from appropriation for repairs after Dec. 1, 1853 ..	12,000 00	.....
		26,000 00
<i>Lower Juniata Division.</i>		
For repairs.....	\$25,000 00	.....
Deduct from appropriation for repairs after Dec. 1, 1853 ..	10,000 00	.....
		15,000 00
<i>Upper Juniata Division.</i>		
For repairs.....	\$40,500 00	.....
Deduct from appropriation for repairs after Dec. 1, 1853 ..	15,000 00	.....
		25,500 00
<i>Upper Western Division.</i>		
For repairs.....	\$16,186 00	.....
Deduct from appropriation for repairs after Dec. 1, 1853 ..	6,000 00	.....
		10,186 00
<i>Lower Western Division.</i>		
For repairs.....	\$30,000 00	.....
Deduct from appropriations for repairs after Dec. 1, 1853..	12,000 00	.....
		18,000 00
<i>Delaware Division.</i>		
For repairs.....	\$32,000 00	.....
Deduct from appropriation for repairs after Dec. 1, 1853 ..	17,000 00	.....
		15,000 00
<i>Susquehanna Division.</i>		
For repairs.....	\$19,103 00	.....
Deduct from appropriations for repairs after Dec. 1, 1853..	9,000 00	.....
		10,103 00
<i>West Branch Division.</i>		
For repairs.....	\$28,425 00	.....
Deduct from appropriations for repairs after Dec. 1, 1853.	14,000 00	.....
Carried forward		14,425 00

STATEMENT No. 1—CONTINUED.

Brought forward.....		\$237,089 00
<i>Lower North Branch Division.</i>		
For repairs.....	\$31,700 00	
Deduct from appropriation for repairs after Dec, 1, 1853 ..	14,000 10	
		17,700 00
<i>Middle North Branch Division.</i>		
For repairs.....		26,000 00
<i>Upper North Branch Division.</i>		
For repairs.....		21,000 00
Total		301,889 00
To which should be added, for the purchase and preparation of materials for repairs, after December 1, 1854, being in anticipation of, and to be deducted from, the appropriation for 1855		\$225,000 00

There will be required for motive power expenses, for the year ending November 30, 1853, the following sums, viz:

<i>Philadelphia and Columbia Railroad.</i>		
For motive power expenses, including the purchase of six locomotive engines.....	\$238,255 00	
Deduct from appropriation for motive power expenses after December 1, 1853.....	50,000 00	
		\$308,255 00
<i>Allegheny Portage Railroad.</i>		
For motive power expenses, including the purchase of two locomotive engines.....	\$250,000 00	
Deduct from appropriation for motive power expenses after December 1, 1853.....	20,000 00	
		\$230,000 00
		538,255 00
For motive power expenses from December 1, 1854, to April 1, 1855, viz:		
Philadelphia and Columbia railroad.....		\$70,000 00
Allegheny Portage.....do.....		30,000 00
		100,000 00
There will be required for pay of collectors, toll gatherers, weigh masters, inspectors, and for the incidental expenses of their offices, until April 1, 1855.....		\$38,087 79
Block keepers for the same period.....		45,933 50
		99,021 29

STATEMENT No. 1—CONTINUED.

The appropriation required for the expenses of the Canal Commissioners office, is as follows:

For compensation of Canal Commissioners.....	\$1,880 00
Do.....Secretary.....	1,000 00
Do.....Messenger.....	300 00
For postage.....	265 00
Stationary and advertising.....	750 00
Cleaning, repairs of office, and miscellaneous expenses.....	100 00
	<hr/> \$6,195 00

For the payment of debts contracted for repairs during the fiscal year ending November 30, 1853, there will be required as follows:

Columbia and Philadelphia railroad.....	\$1,196 57
Allegheny Portage railroad.....	31,113 13
Eastern division.....	2,205 93
Lower Juniata division.....	9,118 22
Upper...do.....do.....	26,798 97
Lower Western...do.....do.....	6,930 89
West Branch...do.....do.....	7,758 51
	<hr/> \$88,122 25

For the payment of debts contracted for repairs previous to December 1, 1852:

Allegheny Portage railroad.....	\$31,802 05
Lower Juniata division.....	9,631 78
Upper...do.....do.....	6,885 18
Upper Western...do.....do.....	896 03
Lower...do.....do.....	6,307 66
Delaware...do.....do.....	17,531 34
Susquehanna...do.....do.....	890 06
West Branch...do.....do.....	2,050 16
	<hr/> \$76,094 20

For the payment of motive power debts on the Allegheny Portage railroad:

Contracted in 1853.....	\$109,631 45
Do....prior to December, 1, 1852.....	40,180 92
	<hr/> \$149,812 37

There will also be required—

To pay balance due lock-tenders on December 1, 1853.....	\$4,293 00
Do.....do.....contractors for the improvement of the Delaware di- vision.....	20,320 00
For the repairs of road and farm bridges.....	16,000 00
	<hr/> \$40,613 00

TONNAGE STATEMENTS

ACCOMPANYING REPORT

OF

CANAL COMMISSIONERS,

FOR 1853.

TONNAGE STATEMENTS.

A Statement of property sent westward from Philadelphia, by railroad, in 1853.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	2,657,500
Cotton.....	do.....	3,050,000
Tobacco, not manufactured.....	do.....	122,900
Wheat.....	do.....	42,890
Live stock.....	number.....	230,200
Hides dry.....	pounds.....	2,424,100
Leather.....	do.....	21,300
Wool.....	do.....	158,700
Lumber of all kinds.....	feet.....	997,500
Coffee.....	pounds.....	4,645,100
Drugs and medicines.....	do.....	558,800
Dry goods.....	do.....	21,236,700
Groceries.....	do.....	31,700,400
Hardware.....	do.....	11,994,000
Salt.....	do.....	4,115,400
Coal, mineral.....	do.....	14,252,500
Gypsum.....	do.....	3,513,000
Iron of all kinds.....	do.....	10,254,300
Tin.....	do.....	156,300
Bacon.....	do.....	241,700
Cheese.....	do.....	352,000
Fish.....	barrels.....	3,556,500
Marble.....	pounds.....	1,329,100
Furniture.....	do.....	321,700
Oil (except lard oil).....	gallons.....	245,100
Paper.....	pounds.....	1,011,400
Rags.....	do.....	1,418,400
Tar and rosin.....	do.....	11,956,500
Sundries.....	do.....	224,600
Through freight—First class.....	do.....	48,475,800
Second class.....	do.....	58,394,200
Third class.....	do.....	17,624,900
Fourth class.....	do.....	23,923,600
Amount of toll received.....	.....	\$457,354 21

TONNAGE STATEMENTS.

A Statement of property received at Paoli, by railroad from the East, in 1853.

ARTICLES.	Weight	In 1853.
Cotton	pounds	311,900
Potatoes	bushels	503
Leather	pounds	18,700
Wool	do.	75,200
Boards, plank, &c.	feet	176,700
Queensware	pounds	26,800
Coffee	do.	73,600
Drugs and medicines	do.	11,300
Dry goods	do.	96,300
Groceries	do.	1,731,100
Hardware and cutlery	do.	84,700
Guano	do.	186,000
Paints	do.	20,500
Salt	bushels	7,780
Whiskey	gallons	2,265
Coal, mineral	tons	2,491
Copper	pounds	33,600
Gypsum	tons	468
Iron, pigs	pounds	133,600
Iron, castings	do.	95,300
Iron, blooms and anconies	do.	919,200
Iron, bar and sheet	do.	357,600
Nails and spikes	do.	42,900
Fish	barrels	873
Flour	do.	56
Brick	number	4,000
Marble	pounds	78,900
Agricultural implements	do.	43,200
Furniture	do.	89,600
Oil (except lard oil)	gallons	10,965
Paper	pounds	2,400
Rags	do.	961,000
Sundries	do.	300,700

A Statement of property sent eastward, by railroad from Paoli, in 1853.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified	pounds.....	2,701,100
Corn.....	do.....	51,420
Cotton	do.....	125,400
Live stock.....	do.....	780,900
Oats.....	bushels.....	112,967
Potatoes	do.....	1,165
Seeds.....	do.....	1,287
Wheat	do.....	37,430
Leather	pounds.....	61,200
Wool	do.....	35,100
Bark, unground.....	do.....	207,100
Timber.....	feet.....	90,000
Wood for fuel.....	cords.....	89
Dry goods.....	pounds.....	335,700
Milk.....	gallons.....	329,028
Iron, castings.....	pounds.....	43,000
Iron, blooms and anchesies	do.....	346,600
Iron, bar and sheet.....	do.....	9,147,400
Beef and pork.....	barrels.....	1,528
Butter.....	pounds.....	469,900
Flour.....	barrels.....	14,514
Lard and lard oil.....	pounds.....	166,200
Tallow	do.....	30,200
Lime	bushels.....	1,355
Agricultural implements	pounds.....	105,600
Furniture.....	do.....	168,500
Oil (except lard oil).....	gallons.....	8,200
Paper.....	pounds.....	492,400
Rags.....	do.....	74,000
Straw paper.....	do.....	647,100
Sundries	do.....	510,000

A Statement of property received at Parkesburg, by railroad, from the East.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	57,200
Cotton	do.....	3,800
Potatoes.....	bushels.....	286
Wheat.....	do.....	125
Hides, green.....	pounds.....	61,600
Leather.....	do.....	5,600
Wool.....	do.....	5,500
Boards, plank, &c.....	feet.....	17,100
Ale, beer and porter.....	barrels.....	37
Cider and vinegar.....	do.....	17
Coffee.....	pounds.....	94,800
Drugs and medicines.....	do.....	9,000
Dry goods.....	do.....	168,820
Dye-stuffs.....	do.....	2,100
Earthen-ware	do.....	62,000
Groceries.....	do.....	1,364,102
Hardware and cutlery.....	do.....	46,300
Lead, white.....	do.....	800
Liquors, foreign.....	gallons.....	1,469
Salt.....	bushe s.....	14,434
Whiskey	gallons.....	675
Window glass.....	boxes.....	25
Coal, mineral.....	tons.....	17
Gypsum.....	do.....	530
Iron, pigs.....	do.....	63,700
Iron, castings.....	do.....	24,900
Iron, bar and sheet.....	do.....	128,700
Lead in bars or pigs.....	do.....	1,700
Nails and spikes.....	do.....	21,000
Tin.....	do.....	5,800
Bacon.....	pounds.....	1,200
Fish.....	barrels.....	839
Flour.....	do.....	31
Oysters	pounds.....	12,800
Live stock.....	do.....	3,100
Grindstones.....	do.....	2,100
Marble.....	do.....	12,300
Mill stones.....	do.....	4,300
Slate for roofing.....	do.....	7,400
Agricultural implements.....	do.....	1,300
Furniture.....	do.....	17,000
Oil (except lard oil).....	gallons.....	310
Paper.....	pounds.....	3,500
Rags.....	do.....	68,709
Tar and rosin.....	do.....	3,100
Sundries	do.....	236,200
Number of cars cleared.....	do.....	4,285
Passengers, miles traveled.....	do.....	238

A Statement of property sent eastward, by the railroad, from Parkesburg.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	1, 139, 263
Barley.....	bushels.....	853
Bran and ship stuff.....	do.....	1, 023
Buckwheat.....	do.....	9
Corn.....	do.....	321, 681
Rye.....	do.....	4, 314
Oats.....	do.....	370, 470
Potatoes.....	do.....	10, 789
Seeds.....	do.....	3, 165
Tobacco, not manufactured.....	pounds.....	400
Wheat.....	bushels.....	273, 543
Feathers.....	pounds.....	200
Leather.....	do.....	147, 900
Wool.....	do.....	14, 710
Bark, unground.....	cords.....	26½
Bark, ground.....	pounds.....	715, 100
Boards, plank, &c.....	feet.....	84, 550
Shingles.....	number.....	1, 500
Staves, for pipes, hogsheds and barrels.....	do.....	11, 540
Timber.....	feet.....	38, 000
Cider and vinegar.....	barrels.....	17
Dry goods.....	pounds.....	54, 046
Groceries.....	do.....	200
Hardware and cutlery.....	do.....	500
Liquors, foreign.....	gallons.....	62
Whiskey.....	do.....	247, 424
Coal, mineral.....	tons.....	28
Copper ore.....	pounds.....	261, 800
Iron, pigs.....	do.....	2, 845, 700
Iron, castings.....	do.....	2, 000
Iron, blooms and anchovies.....	do.....	804, 700
Iron, bar and sheet.....	do.....	298, 400
Nails and spikes.....	do.....	600
Bacon.....	do.....	34, 500
Beef and pork.....	do.....	307, 025
Butter.....	do.....	351, 327
Fish.....	barrels.....	8
Flour.....	do.....	83, 770
Lard and lard oil.....	pounds.....	25, 883
Live stock.....	do.....	2, 239, 403
Tallow.....	barrels.....	28, 860
Corn meal.....	do.....	11, 859
Brick.....	number.....	500
Limestone.....	perches.....	1, 141
Slate for roofing.....	pounds.....	12, 160
Agricultural implements.....	do.....	39, 800
Furniture.....	do.....	63, 300
Rags.....	do.....	91, 750
Straw paper.....	do.....	67, 200
Sundries.....	do.....	92, 180
Number of cars cleared.....	do.....	11, 793
Passengers, miles traveled.....	do.....	11, 047
Amount of toll received (including error of \$4 in January).....	do.....	\$45, 807 60

TONNAGE STATEMENTS.

A Statement of property sent westward, by railroad, from Parkesburg.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	1,100
Seeds.....	bushels.....	52
Boards, plank, &c.....	feet.....	16,500
Cider and vinegar.....	barrels.....	3
Dry goods.....	pounds.....	1,000
Paints.....	do.....	5,400
Iron, pigs.....	do.....	115,000
Iron, castings.....	do.....	29,165
Iron, blooms and anthonies.....	do.....	48,000
Iron, bar and sheet.....	do.....	1,187,306
Beef and pork.....	barrels.....	1,550
Live stock.....	pounds.....	8,200
Agricultural implements.....	do.....	54,000
Furniture.....	do.....	79,384
Oil (except lard oil).....	gallons.....	100
Paper.....	pounds.....	17,160
Straw paper.....	do.....	4,700
Sundries.....	do.....	117,375
Number of cars cleared.....	do.....	5,586
Passengers, miles traveled.....	do.....	1,696
Amount of toll received.....	do.....	\$4,305 00

Statement of property received at Parkesburg, by railroad, from the West.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	6,000
Boards, plank, &c.....	feet.....	2,997,990
Whiskey.....	gallons.....	149
Coal, mineral.....	tons.....	5,955
Iron, pigs.....	pounds.....	758,500
Iron, castings.....	do.....	14,000
Iron, blooms and anthonies.....	do.....	3,747,800
Iron, bar and sheet.....	do.....	2,800
Oysters.....	do.....	99,200
Live stock.....	do.....	34,700
Agricultural implements.....	do.....	400
Furniture.....	do.....	1,000
Rags.....	do.....	11,100
Sundries.....	do.....	400
Number of cars cleared.....	do.....	3,221

A Statement of property sent eastward, by railroad from Lancaster, in 1852-'53.

ARTICLES.	Weight.	In 1853.
Grain, not specified.....	pounds.....	2,188,900
Flour.....	barrels.....	148,462
Corn.....	bushels.....	47,096
Wheat.....	do.....	25,220
Oats.....	do.....	76,236
Rye.....	do.....	2,413
Seeds.....	do.....	4,735
Bran.....	do.....	188
Potatoes.....	do.....	520
Corn meal.....	pounds.....	419,600
Mill feed.....	do.....	29,400
Whiskey.....	hogsheads.....	2,616
Live stock.....	pounds.....	10,688,000
Butter.....	do.....	551,800
Eggs.....	do.....	1,223,400
Pork.....	do.....	194,200
Oysters.....	do.....	193,900
Dried fruit.....	do.....	138,300
Lard.....	do.....	73,700
Tallow.....	do.....	19,400
Apples.....	do.....	65,100
Leather.....	do.....	1,159,800
Muslin.....	do.....	2,010,400
Cotton waste.....	do.....	431,500
Leaf tobacco.....	do.....	517,700
Straw paper.....	do.....	501,500
Straw boards.....	do.....	529,800
Paper.....	do.....	189,100
Furniture, &c.....	do.....	208,200
Wool.....	do.....	35,400
Rags.....	do.....	214,200
Lumber.....	do.....	312,700
Glue pieces.....	do.....	266,900
Machinery.....	do.....	161,900
Sumac.....	do.....	38,700
Sand.....	do.....	16,900
Drugs.....	do.....	7,600
Soap.....	do.....	16,500
Yarn.....	do.....	18,900
Marble.....	do.....	11,100
Fish.....	do.....	9,800
Empty barrels.....	do.....	68,800
Hay.....	tons.....	40
Straw.....	do.....	15 ¹ / ₂
Iron.....	do.....	1,141 ¹ / ₂
Blooms.....	do.....	2,016 ¹ / ₄
Pig iron.....	do.....	1,136 ¹ / ₄
Nails.....	do.....	283
Castings.....	do.....	100 ¹ / ₂
Steel.....	do.....	45 ¹ / ₄
Scrap iron.....	do.....	54
Coal.....	do.....	155 ¹ / ₂
Copper.....	pounds.....	27,600
Stone.....	do.....	196,000
Bones.....	do.....	76,500
Millstones.....	do.....	12,900
Poultry.....	do.....	25,900
Liquor.....	gallons.....	1,670
Express (Adams & Co).....	pounds.....	1,373,800
Sundries.....	do.....	289,200
Amount of tonnage cleared eastward.....	do.....	77,670,700
Number of cars.....do.....do.....	do.....	18,003

TONNAGE STATEMENTS.

A Statement of property sent westward, by railroad from Lancaster, in 1852-'53.

ARTICLES.	Weight.	In 1853.
Grain, not specified.....	pounds.....	36,300
Flour.....	barrels.....	50
Whiskey.....	hogstheads.....	17 $\frac{3}{4}$
Potatoes.....	bushels.....	1,660
Butter.....	pounds.....	7,900
Apples.....	do.....	12,100
Pork.....	do.....	2,700
Dry goods.....	do.....	5,400
Groceries.....	do.....	6,600
Coffee.....	do.....	5,000
Tallow.....	do.....	77,400
Leaf tobacco.....	do.....	900,600
Furniture, &c.....	do.....	255,500
Machinery.....	do.....	51,700
Gun stocks.....	do.....	45,800
Windmill stuff.....	do.....	97,200
Lumber.....	do.....	45,400
Rails.....	do.....	34,600
Hoop poles.....	do.....	42,000
Iron.....	do.....	399,300
Pig iron.....	do.....	35,400
Nails.....	do.....	11,200
Castings.....	do.....	63,800
Steel.....	do.....	2,000
Hardware.....	do.....	18,800
Copper.....	do.....	5,000
Axles.....	do.....	82,700
Slate.....	do.....	16,000
Lime.....	do.....	45,400
Millstones.....	do.....	18,000
Charcoal.....	do.....	3,300
Coal.....	tons.....	80 $\frac{1}{4}$
Bones.....	pounds.....	19,100
Cotton.....	do.....	10,000
Marble.....	do.....	7,300
Sundries.....	do.....	371,700
Amount of tonnage cleared westward.....	do.....	3,056,500
Number of cars.....do.....do.....	do.....	12,892 $\frac{3}{4}$

Total amount of tonnage shipped East, over the Philadelphia and Columbia railroad, for the fiscal year ending December 30, 1853.

ARTICLES.	Weight.	In 1853.
Lumber.....	pounds.....	57,891,500
Max. coal.....	do.....	52,021,600
Coal.....	do.....	23,857,200
Gas coal.....	do.....	6,198,200
Bacon.....	do.....	29,238,800
Oysters.....	do.....	1,637,600
Rags.....	do.....	14,000
Grain.....	do.....	7,184,100
Flour.....	do.....	18,367,200
Sundries.....	do.....	1,844,200
Blooms.....	do.....	3,348,200
Pig iron.....	do.....	6,723,500
Live stock.....	do.....	10,526,600
Bark.....	do.....	169,900
Max. cargo.....	do.....	5,127,800
Brick.....	do.....	182,900
Leather.....	do.....	2,869,200
Sand.....	do.....	45,300
Specific cargo.....	do.....	128,844,700

Total amount of tonnage shipped West, over the Pennsylvania canal, for the fiscal year ending December 30, 1853.

ARTICLES.	Weight.	In 1853.
Baltimore specific cargo.....	pounds.....	12,561,300
Groceries.....	do.....	20,159,800
Hardware.....	do.....	11,498,800
Dry goods.....	do.....	4,040,800
Salt.....	do.....	10,938,400
Coffee.....	do.....	5,384,300
Plaster.....	do.....	20,990,800
Railroad iron.....	do.....	14,218,200
Iron ore.....	do.....	10,714,800
Sundries.....	do.....	230,200
Pig iron.....	do.....	20,582,100
Max. cargo.....	do.....	1,044,700
Shoes.....	do.....	799,400
Slate.....	do.....	2,742,600
Sand.....	do.....	333,600
Cement.....	do.....	733,200
Brick.....	do.....	593,500
Philadelphia specific cargo.....	do.....	66,155,100

A Statement of property sent westward, by the canal, from Portsmouth.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	112,800
Potatoes.....	bushels.....	3,767
Boards, plank, &c.....	feet.....	20,000
Coffee.....	pounds.....	236,600
Dry goods.....	do.....	464,400
Groceries.....	do.....	472,500
Hardware and cutlery.....	do.....	1,011,200
Salt.....	bushels.....	8,487
Coal, mineral.....	tons.....	1,969
Gypsum.....	do.....	209
Iron ore.....	do.....	2,478
Iron, pigs.....	do.....	4,780
Iron, bar and sheet.....	do.....	31
Nails and spikes.....	do.....	20
Railroad iron.....	do.....	90
Fish.....	barrels.....	736
Lime.....	bushels.....	107,525
Limestone.....	perches.....	58
Soap stones.....	pounds.....	408,000
Furniture.....	do.....	99,200

A Statement of property sent eastward, by canal, from Portsmouth.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	508,700
Corn.....	bushels.....	7,748
Oats.....	do.....	6,432
Wheat.....	do.....	36,221
Boards, plank, &c.....	feet.....	4,570,000
Shingles.....	number.....	834,900
Staves for pipes, bogsheads and barrels.....	do.....	31,000
Coal, mineral.....	tons.....	15,855
Iron ore.....	do.....	4,947
Iron, pigs.....	do.....	488
Iron, blooms and anthonies.....	do.....	104
Nails and spikes.....	do.....	2
Butter.....	pounds.....	10,200
Flour.....	barrels.....	9,367
Lard and lard oil.....	pounds.....	10,487
Lime.....	bushels.....	3,225

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A Statement of property sent westward, by canal, from Harrisburg.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	2,600
Dried fruit.....	...do.....	27,000
Live stock.....	...do.....	5,000
Oats.....	bushels.....	440
Tobacco.....	pounds.....	700
Hides.....	...do.....	6,500
Boards, plank, &c.....	feet.....	41,900
Hoop poles.....	number.....	11,200
Railroad ties.....	pounds.....	131,000
Stave bolts.....	...do.....	90,000
Coffee.....	...do.....	1,900
Dry goods.....	...do.....	22,900
Molasses.....	...do.....	1,500
Queensware.....	...do.....	750
Glassware.....	...do.....	1,800
Groceries.....	...do.....	107,518
Hardware and cutlery.....	...do.....	37,500
Sugar.....	...do.....	7,200
Liquors, foreign.....	gallons.....	70
Powder.....	pounds.....	49,500
Salt.....	bushels.....	3,587
Stone ware.....	pounds.....	6,600
Whiskey.....	gallons.....	18,915
Sand.....	pounds.....	25,000
Gypsum.....	tons.....	52
Iron, pigs.....	...do.....	1,769
Iron, castings.....	...do.....	64
Iron, bar and sheet.....	...do.....	16
Nails and spikes.....	...do.....	27
Railroad iron.....	...do.....	32
Tin ware.....	pounds.....	300
Bacon.....	...do.....	37,400
Fish.....	barrels.....	64
Flour.....	...do.....	904
Pork.....	pounds.....	2,000
Tallow.....	...do.....	1,400
Brick.....	number.....	4,000
Grindstones.....	pounds.....	14,100
Lime.....	bushels.....	14,578
Marble.....	pounds.....	36,500
Millstones.....	...do.....	4,400
Slate for roofing.....	...do.....	7,800
Cement.....	...do.....	95,700
Stone, wrought and unwrought.....	perches.....	1,468
Agricultural implements.....	pounds.....	25,700
Furniture.....	...do.....	71,200
Oil (except lard oil).....	gallons.....	100
Books.....	pounds.....	2,000
Locomotives.....	...do.....	67,800
Machinery.....	...do.....	42,800
Railroad cars.....	...do.....	1,293,600
Sundries.....	...do.....	31,600
Passengers, miles traveled.....	.....	15,893

A Statement of property sent eastward, by canal, from Harrisburg.

ARTICLES.	Weight.	In 1853.
Rye.....	bushels.....	5,475
Apples.....	do.....	300
Corn.....	do.....	6,400
Dried fruit.....	pounds.....	7,000
Oats.....	bushels.....	598
Potatoes.....	do.....	140
Seeds.....	do.....	88
Wheat.....	do.....	21,691
Leather.....	pounds.....	1,900
Bark, unground.....	cords.....	253
Boards, plank, &c.....	feet.....	2,561,000
Hoop poles.....	number.....	21,890
Shingles.....	do.....	200,000
Staves for pipes, hogsheads and barrels.....	do.....	24,000
Timber.....	feet.....	220,000
Railroad ties.....	pounds.....	1,014,000
Wood for fuel.....	cords.....	1,437
Salt.....	bushels.....	1,500
Whiskey.....	gallons.....	41,500
Coal, mineral.....	tons.....	59,969
Iron, pigs.....	do.....	115
Iron, blooms.....	do.....	433
Iron, bar.....	do.....	28
Railroad iron.....	do.....	4
Nails and spikes.....	do.....	160
Beef and pork.....	barrels.....	2
Eggs.....	pounds.....	1,600
Fish.....	barrels.....	1
Flour.....	do.....	3,719
Corn meal.....	do.....	2,339
Sand.....	pounds.....	123,000
Cement.....	do.....	5,000
Slate for roofing.....	do.....	17,700
Stone, wrought and unwrought.....	perches.....	102
Furniture.....	pounds.....	10,500
Oil (except lard oil).....	gallons.....	72
Bones.....	pounds.....	40,000
Rags.....	do.....	3,600
Empty barrels.....	do.....	8,000
Sundries.....	do.....	36,000
Passengers, miles traveled.....	.....	250

A Statement of property received at Harrisburg, by canal, from the East.

ARTICLES.	Weight.	In 1853.
Boards, plank, &c.....	feet.....	197,000
Shingles.....	number.....	135,000
Coffee.....	pounds.....	55,300
Dry goods.....	do.....	44,000
Queensware.....	do.....	13,800
Groceries.....	do.....	288,500
Hardware and cutlery.....	do.....	94,400
Salt.....	bushels.....	21,425
Shoes.....	pounds.....	2,600
Whiskey.....	gallons.....	1,500
Clay.....	pounds.....	307,600
Coal, mineral.....	tons.....	959
Gypsum.....	do.....	403
Iron ore.....	do.....	4,587
Iron, pigs.....	do.....	646
Iron, castings.....	do.....	175
Iron, blooms and anconies.....	do.....	53
Iron, bar and sheet.....	do.....	1
Railroad iron.....	do.....	3,855
Scrap iron.....	do.....	15
Fish.....	barrels.....	130
Brick.....	number.....	27,400
Sand.....	pounds.....	170,000
Grindstones.....	do.....	7,200
Lime.....	bushels.....	17,300
Marble.....	pounds.....	58,200
Millstones.....	do.....	8,000
Slate for roofing.....	do.....	586,500
Cement.....	do.....	203,700
Stone, wrought and unwrought.....	perches.....	80
Agricultural implements.....	pounds.....	3,900
Furniture.....	do.....	40,600
Oil (except lard oil).....	gallons.....	17,200
Books.....	pounds.....	1,230
Powder.....	do.....	51,400
Machinery.....	do.....	98,900
Pitch.....	do.....	6,640
Sundries.....	do.....	10,000
Number of boats cleared.....	do.....	1,587
Amount of toll received.....	do.....	\$3,194 26

A Statement of property received at Harrisburg, by canal, from the West.

ARTICLES.	Weight.	In 1853.
Seeds.....	bushels.....	27
Boards, plank, &c.....	feet.....	19,000
Hoop poles.....	number.....	44,800
Posts and rails.....	do.....	800
Shingles.....	do.....	95,000
Railroad ties.....	pounds.....	436,800
Wood for fuel.....	cords.....	196
Whiskey.....	gallons.....	5,400
Coal, mineral.....	tons.....	21,229
Iron, pigs.....	do.....	516
Iron, castings.....	do.....	2
Iron, blooms and anthonies.....	do.....	136
Iron, bar and sheet.....	do.....	18
Railroad iron.....	do.....	1,428
Flour.....	barrcls..	325
Eggs.....	pounds.....	13,400
Brick.....	number.....	22,500
Cement.....	pounds.....	46,000
Stone, wrought and unwrought.....	perches.....	40
Furniture.....	pounds.....	13,000
Sash.....	do.....	6,000
Live stock.....	do.....	116,400
Sundries.....	do.....	15,000
Number of boats cleared.....		503
Passengers, miles traveled.....		140
Amount of toll received.....		\$11,115 32

TONNAGE STATEMENTS.

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Statement of property shipped eastward, by canal, from Newport, for 1853.

ARTICLES.	Weight.	In 1853.
Hoop poles.....	number.....	29,600
Lumber.....	feet.....	45,200
Wood.....	cords.....	142
Wheat.....	bushels.....	77,016
Seed.....	do.....	522
Agricultural implements.....	pounds.....	8,600
Do..... productions.....	do.....	26,915
Rags.....	do.....	22,632
Brooms.....	do.....	25,760
Rye.....	bushels.....	1,932
Flour.....	barrels.....	4,149
Railroad ties.....	number.....	30,027
Leather.....	pounds.....	7,575
Butter.....	do.....	21,167
Brick.....	number.....	21,310
Fruit.....	pounds.....	28,728
Corn.....	bushels.....	35,721
Lard.....	pounds.....	3,250
Hay.....	tons.....	15
Sumac.....	pounds.....	67,209
Furniture.....	do.....	24,740
Locust pins.....	number.....	22,180
Oats.....	bushels.....	2,290
Plaster.....	pounds.....	6,360
Ground bark.....	do.....	62,849
Fish.....	barrels.....	22
Bacon.....	pounds.....	7,040
Bark.....	cords.....	654
Whiskey.....	gallons.....	880
Wool.....	pounds.....	137
Steel.....	do.....	50
Manufactured iron.....	do.....	300
Castings.....	do.....	800
Cheese.....	do.....	1,000
Straw.....	do.....	4,920
Tobacco.....	do.....	1,350
Locust posts.....	number.....	117
Stone.....	perches.....	36
Passengers, miles traveled.....	tons.....	814
Number of boats cleared.....	pounds.....	294
Amount of toll received.....		\$3,272 49

Statement of property received, by canal, at Newport, from the West, for 1853.

ARTICLES.	Weight.	In 1853.
Coal	tons.....	1,702
Scrap iron.....	pounds.....	18,400
Furniture	do.....	3,200
Whiskey	gallons.....	6,552
Manufactured tobacco	pounds.....	427
Brick.....	number.....	24,750
Blooms	pounds.....	1,040
Bar iron.....	do.....	8,930
Agricultural implements	do.....	1,000
Castings	do.....	8,108
Bacon	do.....	12,978
Lumber.....	feet.....	2,417
Queensware.....	pounds.....	600
Cheese.....	do.....	1,200
Molasses.....	gallons.....	80
Sumac	pounds.....	8,500
Iron ore	do.....	90,000
Number of boats cleared .....	.....	3
Amount of toll received.....	.....	\$3 79

Statement of property shipped westward, by canal, from Newport, for 1853.

ARTICLES.	Weight.	In 1853.
Pig iron.....	pounds.....	1,400,005
Coal.....	tons.....	1,494
Lumber.....	feet.....	86,805
Timber	do.....	3,078
Coffee	pounds.....	3,420
Groceries	do.....	4,400
Nails.....	do.....	94,306
Railroad iron.....	do.....	15,652
Bar iron.....	do.....	79,495
Machinery.....	do.....	12,100
Fish.....	barrels.....	7
Grindstones.....	pounds.....	600
Potatoes.....	bushels.....	6,218
Beef.....	barrels.....	10
Agricultural implements.....	pounds.....	500
Fruit.....	do.....	600
Stone	perches.....	23
Hardware.....	pounds.....	11,402
Whiskey.....	gallons.....	1,044
Bacon	pounds.....	800
Castings	do.....	15,950
Passengers, miles traveled .....	.....	7,247
Number of boats cleared.....	304
Amount of toll received.....	\$2,446 00

TONNAGE STATEMENTS.

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Statement of property received, by canal from the East, at Newport, for 1853.

ARTICLES.	Weight.	In 1852.
Dry goods.....	pounds.....	51,700
Groceries.....	do.....	624,689
Hardware.....	do.....	122,740
Plaster.....	tons.....	1,031
Salt.....	bushels.....	14,666
Coal.....	tons.....	3,682
Fish.....	barrels.....	1,035
Coffee.....	pounds.....	126,013
Furniture.....	do.....	30,700
Lumber.....	feet.....	279,403
Castings.....	pounds.....	7,276
Queensware.....	do.....	6,650
Nails.....	do.....	8,250
Hides.....	do.....	22,400
Grindstones.....	do.....	900
Lime.....	bushels.....	500
Burr blocks.....	pounds.....	12,000
Cement.....	do.....	2,000
Marble.....	do.....	8,430
Pig iron.....	do.....	24,559
Guano.....	do.....	4,900
Sundries.....	do.....	4,600
Shingles.....	number.....	24,900
Iron ore.....	pounds.....	193,980
Manufactured iron.....	do.....	11,195
Oil.....	do.....	650
Potatoes.....	bushels.....	200
Corn.....	do.....	100
Passengers, miles traveled.....		330
Number of boats cleared.....		109
Amount of toll received.....		\$234 77

TONNAGE STATEMENTS.

A Statement of property sent eastward, by canal, from Lewistown.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	6,400
Barley.....	bushels.....	50
Bran and ship stuff.....	do.....	12,763
Corn.....	do.....	14,138
Oats.....	do.....	2,300
Seeds.....	do.....	2,209
Wheat.....	do.....	211,667
Hides, dry.....	pounds.....	3,040
Leather.....	do.....	60,240
Wool.....	do.....	4,369
Bark, unground.....	cords.....	69
Bark, ground.....	pounds.....	30,400
Boards, plank, &c.....	feet.....	12,000
Groceries.....	pounds.....	900
Hardware and cutlery.....	do.....	500
Whiskey.....	gallons.....	2,200
Coal, mineral.....	tons.....	114
Copper.....	pounds.....	856
Iron, pigs.....	tons.....	20
Iron, castings.....	do.....	2
Iron, blooms and anthonies.....	do.....	560
Iron, bar and sheet.....	do.....	21
Lead in bars or pigs.....	do.....	$\frac{1}{2}$
Bacon.....	pounds.....	12,221
Beef and pork.....	barrels.....	20
Butter.....	pounds.....	32,090
Cheese.....	do.....	500
Fish.....	barrels.....	3
Flour.....	do.....	34,677
Lard and lard oil.....	pounds.....	3,653
Brick.....	number.....	109,900
Furniture.....	pounds.....	43,000
Rags.....	do.....	23,482
Sundries.....	do.....	57,097
Number of boats cleared.....		601
Passengers, miles traveled.....		952
Amount of toll received.....		\$11,180 41

A Statement of property received at Lewistown, by canal, from the East.

ARTICLES.	Weight.	In 1853.
Potatoes.....	bushels.....	285
Hides, dry	pounds.....	20,300
Boards, plank, &c.. ..	feet.....	84,800
Shingles	number.....	800
Ale, beer and porter.....	barrels.....	20
China ware.....	pounds.....	21,360
Coffee.....	do.....	298,900
Dry goods	do.....	173,925
Groceries	do.....	829,927
Hardware and cutlery	do.....	191,600
Liquors, foreign.....	gallons.....	280
Salt.....	bushels.....	12,867
Stone ware.....	pounds.....	3,000
Tobacco, manufactured.....	do.....	1,600
Whiskey.....	gallons.....	360
Coal, mineral.....	tons... ..	5,709
Gypsum	do.....	1,347
Iron, pigs.....	do.....	40
Iron, castings.....	do.....	36
Lead in bars or pigs.....	do.....	350
Nails and spikes.....	do.....	5
Cheese.....	pounds.....	600
Fish.....	barrels..	1,283
Brick.....	number	33,500
Grindstones.....	pounds.....	80,000
Millstones.....	do.....	700
Stone, wrought and unwrought.....	perches	39
Agricultural implements.....	pounds.....	2,600
Furniture.....	do.....	40,845
Sundries.....	do.....	9,400

TONNAGE STATEMENTS.

A Statement of property sent westward, by canal, from Lewistown.

ARTICLES.	Weight.	In 1853.
Corn.....	bushels.....	3,863
Oats.....	do.....	2,260
Potatoes.....	do.....	4,050
Hides dry.....	pounds.....	12,253
Boards, plank, &c.....	feet.....	12,000
Wood for fuel.....	cords.....	36
China ware.....	pounds.....	29,195
Coffee.....	do.....	134,580
Dry goods.....	do.....	50,150
Earthen ware.....	do.....	12,000
Groceries.....	do.....	437,169
Hardware and cutlery.....	do.....	57,855
Salt.....	bushels.....	8,000
Coal, mineral.....	tons.....	22
Gypsum.....	do.....	894
Iron, pigs.....	do.....	292
Iron, castings.....	do.....	26
Iron, bar and sheet.....	do.....	2
Bacon.....	pounds.....	2,209
Fish.....	barrels.....	356
Flour.....	do.....	40
Brick.....	number.....	21,000
Marble.....	pounds.....	32,315
Agricultural implements.....	do.....	6,800
Furniture.....	do.....	34,670
Sundries.....	do.....	110,000
Passengers, miles traveled.....	.....	2,995

A Statement of property received, by canal, at Lewistown, from the West.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	1,380
Wheat.....	bushels.....	15,570
Hides, dry.....	pounds.....	2,300
Boards, plank, &c.....	feet.....	3,320
Whiskey.....	gallons.....	16,612
Window glass.....	boxes.....	40
Coal, mineral.....	tons.....	1,771
Bacon.....	pounds.....	24,732
Beef and pork.....	barrels.....	18
Cheese.....	pounds.....	1,156
Fish.....	barrels.....	6
Lard and lard oil.....	pounds.....	850
Brick.....	number.....	70,500
Furniture.....	pounds.....	900
Sundries.....	do.....	1,800

A Statement of property sent, by canal, from Huntingdon.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified	pounds	300
Barley	bushels	1,023
Corn	do.	2,495
Sumac	pounds	650
Hay	tons	4
Oats	bushels	250
Potatoes	do.	2,645
Seeds	do.	75
Wheat	do.	130,441
Leather	pounds	4,950
Wool	do.	3,750
Bark, unground	cords	22
Bark, ground	pounds	32,240
Boards, plank, &c.	feet	191,433
Hoop poles	number	20,000
Shingles	do.	37,000
Ale, beer and porter	barrels ..	74
Coffee	pounds	320
Dry goods	do.	800
Earthen ware	do.	1,100
Groceries	do.	5,100
Whiskey	gallons	280
Coal, mineral	tons	170
Copper	pounds	200
Iron, pigs	tons	470
Iron, castings	do.	26
Iron, blooms and anthonies	do.	1,113
Iron, bar and sheet	do.	45
Bacon	pounds	2,000
Butter	do.	7,958
Fish	barrels	16
Flour	do.	10,609
Lard and lard oil	pounds	1,010
Eggs	do.	1,750
Furniture	do.	20,700
Rags	do.	22,576
Tar and rosin	do.	1,000
Amount of toll received	do.	\$1,534 00

TONNAGE STATEMENTS

A Statement of property received, by the canal, at Huntingdon.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	1,800
Corn.....	bushels.....	640
Oats.....	do.....	1,260
Potatoes.....	do.....	300
Seeds.....	do.....	16
Shoes.....	pounds.....	6,700
Boards, plank, &c.....	feet.....	15,700
Cider and vinegar.....	barrels.....	1
Coffee.....	pounds.....	84,800
Dry goods.....	do.....	55,241
Earthen ware.....	do.....	4,000
Groceries.....	do.....	365,900
Hardware and cutlery.....	do.....	69,950
Liquors, foreign.....	gallons.....	600
Salt.....	bushels.....	1,707
Stone ware.....	pounds.....	7,300
Coal, mineral.....	tons.....	808
Gypsum.....	do.....	588
Iron, pigs.....	do.....	415
Iron, castings.....	do.....	56 $\frac{1}{2}$
Iron, bar and sheet.....	do.....	2
Nails and spikes.....	do.....	2
Bacon.....	pounds.....	1,000
Fish.....	barrels.....	783
Brick.....	number.....	53,200
Marble.....	pounds.....	43,800
Cement.....	do.....	2,800
Agricultural implements.....	do.....	5,500
Furniture.....	do.....	15,000
Books.....	do.....	1,900
Sundries.....	do.....	15,200
Passengers, miles traveled.....	do.....	318

A Statement of property sent eastward, by the canal, from Hollidaysburg.

ARTICLES.	Weight.	In 1853.
Seeds.....	pounds.....	54,700
Wheat.....	do.....	75,100
Leather.....	do.....	11,800
Wool.....	do.....	9,900
Boards, plank, &c.....	feet.....	3,331,500
Shingles.....	number.....	3,000
Staves for pipes, hogsheds and barrels.....	pounds.....	882,500
Sills, locust.....	do.....	3,600
Salt.....	do.....	20,000
Coal, mineral.....	do.....	103,994,700
Iron, castings.....	do.....	13,300
Iron, blooms and anchovies.....	do.....	1,202,400
Iron, bar and sheet.....	do.....	2,300
Butter.....	do.....	12,300
Flour.....	barrels.....	10,206
Tallow.....	pounds.....	3,100
Brick.....	do.....	1,275,500
Stone, wrought and unwrought.....	do.....	6,000
Furniture.....	do.....	3,500
Rags.....	do.....	13,600
Sundries.....	do.....	47,000
Number of boats cleared.....	do.....	1,945

A Statement of property received at Hollidaysburg, by the canal, from the East.

ARTICLES.	Weight.	In 1853.
Barley.....	pounds.....	56,500
Corn.....	do.....	45,700
Oats.....	do.....	60,500
Potatoes.....	do.....	40,100
Hides, dry.....	do.....	10,500
Queensware.....	do.....	151,100
Coffee.....	do.....	215,500
Shoes.....	do.....	34,800
Dry goods.....	do.....	281,000
Groceries.....	do.....	527,200
Hardware and cutlery.....	do.....	119,900
Salt.....	do.....	20,500
Coal, mineral.....	do.....	3,960,000
Gypsum.....	do.....	130,500
Iron, bar and sheet.....	do.....	20,600
Steel.....	do.....	27,100
Tin.....	do.....	20,500
Fish.....	do.....	151,100
Marble.....	do.....	20,500
Furniture.....	do.....	4,500
Sundries.....	do.....	10,500

TONNAGE STATEMENTS.

A Statement of property sent westward, by railroad, from Hollidaysburg.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	4,400
Corn.....	do.....	31,500
Hops.....	do.....	700
Potatoes.....	do.....	43,500
Seeds.....	do.....	49,200
Wheat.....	do.....	1,200
Hides, dry.....	do.....	57,000
Leather.....	do.....	17,200
Wool.....	do.....	11,300
Boards, plank, &c.....	do.....	65,800
Mahogany wood.....	do.....	1,400
Ale, beer and porter.....	do.....	36,900
Coffee.....	do.....	550,100
Drugs and medicines.....	do.....	59,100
Dry goods.....	do.....	12,597,200
Shoes.....	do.....	1,640,200
Earthen ware.....	do.....	700
Groceries.....	do.....	4,639,600
Hardware and cutlery.....	do.....	3,631,900
Ropes and cordage.....	do.....	110,500
Salt.....	do.....	5,100
Tin ware.....	do.....	3,400
Whiskey.....	do.....	25,000
Anvils.....	do.....	7,400
Clay, German.....	do.....	17,800
Copper.....	do.....	8,500
Gypsum.....	do.....	26,000
Iron ore.....	do.....	62,900
Iron, pigs.....	do.....	14,080,800
Iron, castings.....	do.....	1,065,500
Iron, blooms and anchesies.....	do.....	8,401,700
Railroad iron.....	do.....	6,045,500
Nails and spikes.....	do.....	118,000
Spanish whiting.....	do.....	19,800
Steel.....	do.....	5,700
Tin.....	do.....	13,300
Bacon.....	do.....	1,800
Fish.....	do.....	436,000
Flour.....	do.....	23,200
Oysters.....	do.....	1,206,300
Brick.....	do.....	500
Burrs, French.....	do.....	27,000
Grindstones.....	do.....	3,700
Lime.....	do.....	121,900
Marble.....	do.....	78,300
Millstones.....	do.....	3,200
Slate for roofing.....	do.....	21,400
Agricultural implements.....	do.....	178,400
Furniture.....	do.....	44,100
Paper and books.....	do.....	630,700
Tar and rosin.....	do.....	4,200
Sundries.....	do.....	48,600
Number of cars cleared.....	do.....	41,637

TONNAGE STATEMENTS.

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A Statement of property received at Hollidaysburg, by railroad, from the West.

ARTICLES.	Weight.	In 1853.
Cotton	pounds.....	400
Bark, unground .....	...do.....	162,500
Boards, plank, &c	feet.....	275,600
Cider and vinegar	pounds.....	2,500
Queensware .. .....	...do.....	4,500
Coffee.....	...do.....	1,700
Glassware.....	...do.....	14,500
Groceries.....	...do.....	226,800
Salt.....	...do.....	170,500
Tobacco, manufactured.....	...do.....	4,600
Whiskey.....	...do.....	168,600
Coal, mineral.....	...do.....	11,600,000
Iron, bar and sheet.....	...do.....	1,400
Steel.....	...do.....	5,500
Bacon.....	...do.....	54,600
Cheese.....	...do.....	10,500
Fish	barrels.....	20
Lard and lard oil.....	pounds.....	2,500
Brick .....	...do.....	115,600
Oil (except lard oil) .....	...do.....	2,100
Sundries .....	...do.....	10,500
Passengers, miles traveled.....	.....	1,613,321

A Statement of property sent westward, by canal, from Blairsville.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.	pounds.....	3,000
Hops.....	do.....	1,600
Oats.....	bushels.....	500
Seeds.....	do.....	19
Tobacco, not manufactured.....	pounds.....	9,200
Wheat.....	bushels.....	1,084
Wool.....	pounds.....	6,843
Bark, unground.....	cords.....	101
Boards, plank, &c.....	feet.....	116,512
Hoop poles.....	number.....	31,435
Staves for pipes, hogshheads and barrels.....	do.....	27,328
Sills, locust.....	do.....	30
Max.....	pounds.....	31,800
Drugs and medicines.....	do.....	15,300
Dry goods.....	do.....	673,609
Coffee.....	do.....	307,300
Groceries.....	do.....	578,000
Hardware and cutlery.....	do.....	362,400
Shoes.....	do.....	66,600
Anvils.....	do.....	1,400
Coal, mineral.....	tons.....	6
Iron, pigs.....	do.....	628 $\frac{1}{2}$
Iron, blooms and anconies.....	do.....	97
Iron, bar and sheet.....	do.....	3,800
Nails and spikes.....	do.....	1,100
Spanish whiting.....	do.....	2,100
Oysters.....	pounds.....	169,100
Tallow.....	do.....	250
Brick.....	number.....	697,838
Grindstones.....	pounds.....	36,000
Marble.....	do.....	13,000
Stone, wrought and unwrought.....	perches.....	33
Agricultural implements.....	pounds.....	1,920
Furniture.....	do.....	3,050
Household goods.....	do.....	15,100
Sundries.....	do.....	13,732
Passengers, miles traveled.....	do.....	28,348

TONNAGE STATEMENTS.

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A Statement of property received at Blairsville, by canal, from the West.

ARTICLES.	Weight.	In 1853.
Leather	pounds	4,044
Ale, beer and porter	barrels	48
Drugs and medicines	do	3,915
Glass ware	do	13,355
Groceries	do	144,611
Hardware and cutlery	do	7,512
Lead, white	do	5,649
Ropes and cordage	do	4,703
Tobacco, manufactured	do	12,197
Whiskey	gallons	5,051
Iron, castings	pounds	64,203
Iron, bar and sheet	do	65,504
Lead in bar or pigs	do	59,770
Nails and spikes	do	22,100
Bacon	do	6,079
Grindstones	do	5,340
Agricultural implements	do	5,277
Oil (except lard oil)	gallons	1,020
Paper	pounds	1,744
Tar and rosin	barrels	160
Sundries	pounds	14,063

A Statement of property sent westward, by canal, from Freeport.

ARTICLES.	Weight.	In 1853.
Barley.....	bushels.....	464
Bran and ship stuff.....	do.....	1,904
Corn.....	do.....	3,027
Hay.....	tons.....	70
Oats.....	bushels.....	41,280
Potatoes.....	do.....	573
Seeds.....	do.....	484
Wheat.....	do.....	30,288
Leather.....	pounds.....	2,100
Wool.....	do.....	61,063
Bark, unground.....	cords.....	1,124½
Boards, plank, &c.....	feet.....	313,709
Staves.....	number.....	24,500
Laths, less than five feet.....	do.....	108,000
Empty barrels.....	pounds.....	235,990
Posts and rails.....	number.....	325
Shingles.....	do.....	110,000
Sulphur.....	bushels.....	300
Earthen ware.....	pounds.....	1,500
Salt.....	bushels.....	109,201½
Fire clay.....	pounds.....	60,000
Coal, mineral.....	tons.....	20
Iron, pigs.....	pounds.....	1,672,690
Beef and pork.....	do.....	21,569
Butter.....	do.....	5,400
Chesnuts.....	bushels.....	90
Fish.....	barrels.....	5
Flour.....	do.....	738½
Apples.....	bushels.....	122
Brick.....	number.....	90,450
Limestone.....	tons.....	1,023
Stone, wrought and unwrought.....	perches.....	182
Agricultural implements and household goods.....	pounds.....	16,810
Live stock.....	do.....	5,500
Paper.....	do.....	24,700
Rags.....	do.....	5,621
Sundries.....	do.....	292,621
Number of boats cleared.....	do.....	878
Passengers, miles traveled.....	do.....	321,122
Amount of toll received.....	do.....	\$3,614 09

A Statement of property sent, by canal, from Beach Haven.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	16,704
Bran and ship stuff and corn chop.....	bushels.....	2,414
Corn.....	do.....	3,300
Oats.....	do.....	350
Potatoes.....	do.....	58
Seeds.....	do.....	184
Wheat.....	do.....	6,290
Deer, buffalo and moose skins.....	pounds.....	100
Hides, dry.....	do.....	9,260
Leather.....	do.....	21,850
Wool.....	do.....	6,548
Bark, unground.....	cords.....	16
Boards, plank, &c.....	feet.....	4,912,615
Heading and bolts.....	number.....	1,325
Hoop poles.....	do.....	40,919
Shingles.....	do.....	122,500
Staves for pipes, hogsheads and barrels.....	do.....	183,070
Timber.....	cubic feet.....	9,519
Coffee.....	pounds.....	6,880
Dry goods.....	do.....	17,325
Earthen ware.....	do.....	4,940
Glassware.....	do.....	19,315
Groceries.....	do.....	97,507
Hardware and cutlery.....	do.....	1,833
Salt petre.....	do.....	33,302
Merchandise (articles not separated).....	do.....	643,992
Salt.....	bushels.....	1,740
Tin ware.....	pounds.....	300
Whiskey.....	gallons.....	1,172
Coal, mineral.....	tons.....	419,413
Copper.....	pounds.....	1,650
Gypsum.....	tons.....	119
Iron ore.....	do.....	3,688
Iron, pigs.....	do.....	4,464
Iron, castings.....	do.....	87
Iron, bar and sheet.....	do.....	72
Railroad iron.....	do.....	307
Nails and spikes.....	do.....	5
Tin.....	do.....	6,495
Bacon.....	pounds.....	30,553
Butter.....	do.....	2,698
Fish.....	barrels.....	37
Flour.....	do.....	4,225
Lard and lard oil.....	pounds.....	1,400
Brick.....	number.....	14,274
Lime.....	bushels.....	10,069
Limestone.....	perches.....	6,190
Marble.....	pounds.....	4,425
Millstones.....	do.....	12,720
Stone, wrought and unwrought.....	perches.....	713
Agricultural implements.....	pounds.....	26,803
Furniture.....	do.....	58,087
Oil (except lard oil).....	gallons.....	303
Paper.....	pounds.....	2,000
Rags.....	do.....	53,767
Straw paper.....	do.....	8,240
Sundries.....	do.....	80,048
Number of boats cleared.....		10,677
Passengers, miles traveled.....		179,922
Amount of toll received.....		\$190,917 76

A Statement of property sent North, by canal, from Liverpool.

ARTICLES.	Weight.	In 1853.
Potatoes.....	bushels.....	340
Boards, plank, &c.....	feet.....	67,400
Posts and rails.....	number.....	700
Sills, railroad.....	do.....	2,100
Coal, mineral.....	tons.....	730
Iron, bar and sheet.....	pounds.....	431,500
Nails and spikes.....	do.....	965,000
Stone, wrought and unwrought.....	perches.....	675
Furniture.....	pounds.....	43,500
Sundries.....	do.....	4,350
Number of boats cleared.....	.....	890
Passengers, miles traveled.....	.....	550,260
Amount of toll received.....	.....	\$7,211 41

A Statement of property received at Liverpool, by canal, from the South.

ARTICLES.	Weight.	In 1853.
Hides, dry.....	pounds.....	8,600
Coffee.....	do.....	85,200
Dry goods.....	do.....	281,800
Queensware.....	do.....	13,800
Groceries.....	do.....	1,211,700
Hardware and cutlery.....	do.....	521,500
Hats and shoes.....	do.....	25,300
Salt.....	bushels.....	5,650
Whiskey.....	pounds.....	18,000
Coal, mineral.....	tons.....	680
Gypsum.....	do.....	257
Nails and spikes.....	pounds.....	42,240
Railroad iron.....	do.....	3,040,456
Bacon.....	do.....	7,800
Fish.....	barrels.....	1,168
Lime.....	bushels.....	3,450
Agricultural implements.....	pounds.....	5,940
Furniture.....	do.....	39,600
Railroad cars.....	do.....	1,434,400
Tar and rosin.....	do.....	3,200

A Statement of property sent South, by canal, from Liverpool.

ARTICLES.	Weight.	In 1853.
Rye.....	bushels.....	16,240
Corn.....	do.....	13,849
Potatoes.....	do.....	575
Seeds.....	do.....	755
Wheat.....	do.....	75,348
Leather.....	pounds.....	61,357
Bark, unground.....	cords.....	1,429
Bark, ground.....	pounds.....	7,720
Boards, plank, &c.....	feet.....	1,404,600
Railroad ties.....	number.....	61,500
Hoop poles.....	do.....	17,351
Posts and rails.....	do.....	1,500
Shingles.....	do.....	85,000
Staves for pipes, bogsheads and barrels.....	do.....	93,300
Wood for fuel.....	cords.....	94
Whiskey.....	gallons.....	2,000
Coal, mineral.....	tons.....	10,059
Iron, pigs.....	pounds.....	453,000
Iron, blooms and anthonies.....	do.....	224,000
Butter.....	do.....	31,400
Flour.....	barrels.....	315
Eggs.....	pounds.....	31,000
Furniture.....	do.....	11,000
Dry Fruit.....	do.....	15,900
Rags.....	do.....	41,150
Sumac.....	do.....	77,870
Sundries.....	do.....	32,760
Number of boats cleared.....	.....	919
Passengers, miles traveled.....	.....	283,004
Amount of toll received.....	.....	\$14,210 40

A Statement of property received, by canal, at Liverpool, from the North.

ARTICLES.	Weight.	In 1853.
Boards, plank, &c.....	feet.....	75,350
Shingles.....	number.....	17,000
Coal mineral.....	tons.....	988
Iron ore.....	do.....	760
Iron, pigs.....	do.....	1,433
Iron, castings.....	do.....	8½
Iron, bar and sheet.....	do.....	20
Railroad iron.....	do.....	617
Brick.....	number.....	26,670
Lime.....	bushels.....	1,000
Cement.....	pounds.....	177,500

TONNAGE STATEMENTS.

A Statement of property sent, by canal, from Northumberland, (West Branch.)

ARTICLES.	Weight	In 1853.
Agricultural productions not specified.....	pounds.....	11,580
Corn.....	bushels..	1,200
Oats.....	do.....	2,000
Potatoes.....	do.....	7,778
Hides, dry.....	pounds.....	29,500
Wool.....	do.....	4,182
Boards, plank, &c.....	feet.....	9,500
Shingles.....	number.....	360,000
Timber.....	feet.....	191,206
Ale, beer and porter.....	barrels.....	9
China ware.....	pounds.....	14,097
Coffee.....	do.....	62,840
Drugs and medicines.....	do.....	1,541
Dry goods.....	do.....	49,256
Groceries.....	do.....	832,210
Hardware and cutlery.....	gallons.....	166,104
Liquors, foreign.....	pounds.....	1,065
Ropes and cordage.....	do.....	600
Salt.....	bushels.....	2,270
Tobacco, manufactured.....	pounds.....	3,443
Whiskey.....	gallons.....	1,750
Window glass.....	boxes.....	3,491
Coal, mineral.....	tons.....	104
Gypsum.....	do.....	626,200
Iron, pigs.....	pounds.....	31,330
Iron, castings.....	do.....	3,900,376
Railroad iron.....	do.....	29,633
Iron, bar and sheet.....	do.....	42,700
Nails and spikes.....	do.....	2,275
Beef and pork.....	barrels.....	41
Fish.....	do.....	526
Brick.....	number.....	4,050
Grindstones.....	pounds.....	1,100
Marble.....	do.....	700
Millstones.....	do.....	8,500
Soap stones.....	do.....	4,480
Stone, wrought and unwrought.....	perches.....	28
Agricultural implements.....	pounds.....	10,300
Furniture.....	do.....	47,743
Machinery.....	do.....	13,859
Tar and rosin.....	do.....	5,575
Sundries.....	do.....	94,000
Number of boats cleared.....	.....	212
Passengers, miles traveled.....	573
Amount of toll received.....	\$12 60

TONNAGE STATEMENTS.

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A Statement of property received at Northumberland, by canal, from the South.

ARTICLES.	Weight.	In 1853.
Barley	bushels.....	686
Potatoes	do.....	330
Hides, dry.....	pounds.....	87,000
Wool	do.....	6,182
Boards, plank, &c.....	feet.....	8,900
Timber.....	do.....	239,206
Wood for fuel.....	cords.....	16
China ware	pounds.....	58,200
Coffee.....	do.....	254,040
Drugs and medicines.....	do.....	941
Dry goods.....	do.....	502,110
Groceries.....	do.....	1,916,119
Hardware and cutlery.....	do.....	658,936
Salt.....	bushels.....	16,500
Tobacco, manufactured	do.....	5,543
Whiskey	gallons.....	3,738
Coal, mineral.....	tons.....	10,102
Gypsum.....	do.....	595
Iron, pigs	pounds.....	267,900
Iron, castings.....	do.....	30,600
Railroad iron.....	do.....	11,800
Iron, bar and sheet.....	do.....	35,700
Nails and spikes.....	do.....	40,100
Tin.....	do.....	4,075
Fish	barrels.....	1,479
Grindstones.....	pounds.....	1,100
Marble.....	do.....	12,060
Millstones.....	do.....	6,000
Soap stones.....	do.....	135,600
Stone, wrought and unwrought	perches.....	117
Cement.....	pounds.....	76,900
Agricultural implements.....	do.....	7,600
Furniture.....	do.....	34,640
Oil (except lard oil)	gallons.....	630
Paper.....	pounds.....	2,700
Rags	do.....	4,000
Tar and rosin	do.....	5,775
Sundries	do.....	16,575
Number of boats cleared.....	pounds.....	171
Passengers, miles traveled	do.....	122
Amount of toll received.....	do.....	\$775 17

A Statement of property sent, by canal, from Northumberland (North Branch.)

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	14,600
Eggs.....	do.....	2,100
Bran and ship stuff.....	bushels.....	221
Buckwheat.....	do.....	202
Corn.....	do.....	3,993
Oats.....	do.....	300
Potatoes.....	do.....	96
Seeds.....	do.....	198
Wheat.....	do.....	32,910
Hides, dry.....	pounds.....	1,600
Leather.....	do.....	64
Boards, plank, &c.....	feet.....	541,806
Laths, less than five feet.....	number.....	25,000
Shingles.....	do.....	20,000
Timber.....	feet.....	28,988
Ale, beer and porter.....	barrels.....	60
Cider and vinegar.....	do.....	34
China ware.....	pounds.....	9,908
Coffee.....	do.....	23,251
Drugs and medicines.....	do.....	3,746
Dry goods.....	do.....	112,800
Groceries.....	do.....	472,589
Hardware and cutlery.....	do.....	170,122
Lead, white.....	do.....	2,973
Salt.....	bushels.....	1,500
Tobacco, manufactured.....	pounds.....	12,740
Whiskey.....	gallons.....	4,380
Coal, mineral.....	tons.....	153
Gypsum.....	do.....	65
Iron ore.....	do.....	639
Iron, pigs.....	pounds.....	67,200
Iron, castings.....	do.....	100,180
Railroad iron.....	do.....	564,914
Iron, bar and sheet.....	do.....	182,642
Nails and spikes.....	do.....	42,865
Tin.....	do.....	4,400
Cement.....	do.....	7,200
Beef and pork.....	barrels.....	123
Butter.....	pounds.....	19,939
Fish.....	barrels.....	263
Flour.....	do.....	5,008
Lime.....	bushels.....	1,600
Limestone.....	perches.....	3,588
Marble.....	pounds.....	24,100
Millstones.....	do.....	32,100
Soap stones.....	do.....	21,700
Stone, wrought and unwrought.....	perches.....	5
Sand.....	pounds.....	3,463,240
Agricultural implements.....	do.....	63,700
Furniture.....	do.....	47,149
Machinery.....	do.....	55,400
Rags.....	do.....	6,000
Sundries.....	do.....	20,037
Number of boats cleared.....		235
Passengers, miles traveled.....		15,062
Amount of toll received.....		\$1,561 21

A Statement of property received, by canal, at Northumberland, from the South.

ARTICLES.	Weight.	In 1853.
Barley	bushels.....	1,680
Bran and ship stuff.....	do.....	207
Corn.....	do.....	15,282
Oats.....	do.....	1,687
Wheat.....	do.....	6,988
Hides, dry.....	pounds.....	38,000
Boards, plank, &c.....	feet.....	448,894
Shingles.....	number.....	20,000
Staves for pipes, hogsheads and barrels.....	do.....	4,500
Timber.....	feet.....	209,947
Ale, beer and porter.....	barrels.....	60
China ware.....	pounds.....	30,500
Coffee.....	do.....	259,211
Drugs and medicines.....	do.....	2,746
Dry goods.....	do.....	546,560
Groceries.....	do.....	2,515,729
Hardware and cutlery.....	do.....	1,135,658
Lead, white.....	do.....	2,973
Ropes and cordage.....	do.....	1,000
Salt.....	bushels.....	12,108
Tobacco, manufactured.....	pounds.....	3,780
Whiskey.....	gallons.....	4,884
Coal, mineral.....	tons.....	407
Gypsum.....	do.....	384
Iron ore.....	do.....	763
Iron, pigs.....	pounds.....	118,690
Iron, castings.....	do.....	141,400
Railroad iron.....	do.....	218,655
Iron, bar and sheet.....	do.....	346,359
Nails and spikes.....	do.....	69,845
Cement.....	do.....	157,900
Powder.....	do.....	2,000
Tin.....	do.....	3,400
Beef and pork.....	barrels.....	3
Fish.....	do.....	1,172
Flour.....	do.....	505
Brick.....	number.....	274,275
Burrs, French.....	pounds.....	38,000
Grindstones.....	do.....	3,300
Lime.....	bushels.....	3,588
Limestone.....	perches.....	74,000
Marble.....	pounds.....	12,800
Slate for roofing.....	do.....	404,600
Soap stones.....	do.....	650,600
Sand.....	do.....	2,413,560
Agricultural implements.....	do.....	58,000
Furniture.....	do.....	52,439
Machinery.....	do.....	110,500
Tar and rosin.....	do.....	512
Sundries.....	do.....	38,191
Number of boats cleared.....	do.....	58
Passengers, miles traveled.....	do.....	428
Amount of toll received.....	do.....	\$981 62

A Statement of property sent southward, by canal, from Northumberland.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	69,752
Eggs.....	do.....	136,181
Buckwheat.....	bushels.....	564
Corn.....	do.....	12,958
Potatoes.....	do.....	3,978
Seeds.....	do.....	1,721
Tobacco, not manufactured.....	pounds.....	136,724
Wheat.....	bushels.....	165,527
Leather.....	pounds.....	274,889
Wool.....	do.....	10,910
Bark, unground.....	cords.....	58
Boards, plank, &c.....	feet.....	17,053,407
Hoop poles.....	number.....	3,700
Laths, less than five feet.....	do.....	11,557,000
Posts and rails.....	do.....	132
Shingles.....	do.....	483,800
Staves for pipes, hogsheds and barrels.....	do.....	192,000
Timber.....	feet.....	18,635
Dry goods.....	pounds.....	28,075
Hardware and cutlery.....	do.....	180
Salt.....	bushels.....	700
Powder.....	pounds.....	14,425
Whiskey.....	gallons.....	102,575
Window glass.....	boxes.....	6
Coal, mineral.....	tons.....	2,529
Copper.....	pounds.....	1,300
Iron ore.....	tons.....	645
Iron, pigs.....	pounds.....	32,117,814
Railroad iron.....	do.....	17,260,592
Iron, castings.....	do.....	247,379
Iron, blooms and anchovies.....	do.....	485,191
Iron, bar and sheet.....	do.....	124,694
Cement.....	do.....	30,250
Beef and pork.....	barrels.....	36
Butter.....	pounds.....	82,065
Fish.....	barrels.....	3
Flour.....	do.....	7,525
Lard and lard oil.....	pounds.....	1,520
Tallow.....	do.....	4,368
Brick.....	number.....	48,600
Lime.....	bushels.....	11,000
Stone, wrought and unwrought.....	perches.....	41
Agricultural implements.....	pounds.....	12,700
Furniture.....	do.....	87,781
Machinery.....	do.....	70,260
Paper.....	do.....	65,466
Rags.....	do.....	88,792
Straw paper.....	do.....	306,260
Live stock.....	do.....	163,100
Sundries.....	do.....	100,200
Number of boats cleared.....	.....	3,170
Passengers, miles traveled.....	.....	359
Amount of toll received.....	.....	\$39,698 10

A Statement of property taken off the canal at Northumberland, from the North.

ARTICLES.	Weight.	In 1852.
Corn.....	bushels.....	763
Hops.....	pounds.....	880
Seeds.....	bushels.....	10
Wheat.....	...do.....	275
Boards, plank, &c.....	feet.....	726, 204
Laths, less than five feet.....	number.....	43, 600, 000
Shingles.....	...do.....	27, 500
Timber.....	feet.....	6, 455
Salt.....	bushels.....	700
Powder.....	pounds.....	10, 675
Whiskey.....	gallons.....	1, 061
Coal, mineral.....	tons.....	2, 167
Iron ore.....	...do.....	278
Iron, pigs.....	pounds.....	1, 901, 600
Iron, castings.....	...do.....	2, 840
Railroad iron.....	...do.....	5, 044, 394
Iron, bar and sheet.....	...do.....	90, 300
Flour.....	barrels.....	270
Brick.....	number.....	32, 200
Lime.....	bushels.....	11, 000
Stone, wrought and unwrought.....	perches.....	146
Furniture.....	pounds.....	31, 600
Machinery.....	...do.....	30, 460
Number of boats cleared.....	...do.....	114
Amount of toll received.....	...do.....	\$750 65

A Statement of property sent southward, by canal, from Easton.

ARTICLES.	Weight.	In 1853.
Barley	bushels.....	2,206
Bran, ship stuff and malt.....	do.....	3,028
Corn.....	do.....	15,733
Cotton waste.....	pounds.....	34,375
Cotton yarn.....	do.....	188,870
Oats.....	bushels.....	21,230
Potatoes.....	do.....	265
Seeds, clover and other.....	do.....	99
Rye.....	do.....	8,187
Leather.....	pounds.....	271,825
Wool.....	do.....	15,689
Sheep-skins.....	do.....	1,000
Boards, plank, &c.....	feet.....	26,225,710
Laths, less than five feet.....	number.....	674,095
Shingles.....	do.....	78,000
Staves for pipes, hogsheads and barrels.....	do.....	16,000
Empty barrels, boxes and carboys.....	pounds.....	109,895
Shovel handles.....	do.....	13,122
Chair stuff.....	do.....	17,394
Dry goods.....	do.....	2,125
Groceries.....	do.....	1,000
Paints.....	barrels.....	150
Liquors, foreign.....	gallons.....	623
Glue pieces.....	pounds.....	59,741
Tobacco, manufactured.....	do.....	17,961
Whiskey.....	gallons.....	1,292,411
Coal, mineral.....	tons.....	635,137
Gypsum.....	do.....	1
Iron ore.....	do.....	545 $\frac{1}{2}$
Iron, pigs.....	do.....	38,460
Iron, castings.....	do.....	88 $\frac{1}{2}$
Iron, blooms and anthonies.....	do.....	26
Iron, bar, sheet and scrap.....	do.....	88
Wire.....	do.....	418 $\frac{1}{2}$
Railroad iron.....	do.....	68
Broken castings.....	do.....	38
Wire rope.....	pounds.....	91,810
Zinc ore.....	do.....	2,365
Beef and pork.....	barrels.....	22
Fish.....	do.....	16
Flour.....	do.....	49,258
Corn meal.....	do.....	1,234
Fruit, dried and green.....	pounds.....	7,740
Brick.....	number.....	62,300
Ashes.....	barrels.....	333
Grindstones.....	pounds.....	14,100
Lime.....	bushels.....	118,117
Bones and horns.....	pounds.....	26,253
Marble.....	do.....	700
Cement.....	do.....	27,100
Slate for roofing.....	do.....	5,712,260
Manufactured slate.....	do.....	529,229
Stone, wrought and unwrought.....	perches.....	4,856
Agricultural implements and machinery.....	pounds.....	67,020
Furniture.....	do.....	66,266
Oil (except lard oil).....	gallons.....	84
Paper.....	pounds.....	16,590
Rags.....	do.....	323,503
Straw paper.....	do.....	2,100
Osakum.....	do.....	600
Sundries.....	do.....	121,940
Live stock.....	do.....	1,387,812
Number of boats cleared.....		10,904
Amount of toll received and fines.....		\$212,556 35

A Statement of property received at Easton, by canal, from the South.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	24,815
Barley.....	bushels.....	6,785
Bran, ship stuff and malt.....	do.....	1,503
Cotton yarn.....	pounds.....	34,181
Corn.....	bushels.....	1,085
Cotton.....	pounds.....	351,952
Hay.....	tons.....	30½
Hemp.....	pounds.....	89,778
Hops.....	do.....	3,602
Oats.....	bushels.....	28
Oil cake.....	pounds.....	13,440
Potatoes.....	bushels.....	2,541
Seeds, clover and other.....	do.....	318
Tobacco, not manufactured.....	pounds.....	184,721
Wheat.....	bushels.....	3,900
Rye.....	do.....	250
Hides, dry.....	pounds.....	322,858
Hides, green.....	do.....	416,192
Leather.....	do.....	18,459
Wool.....	do.....	13,568
Boards, plank, &c.....	feet.....	888,554
Laths, less than five feet.....	number.....	22,770
Shingles.....	do.....	131,900
Staves for pipes, hogsheds and barrels.....	do.....	2,500
Empty barrels, boxes and carboys.....	pounds.....	248,630
Timber, square.....	cubic feet.....	2,240
Cedar staves and ware.....	pounds.....	24,740
Ale, beer and porter.....	barrels.....	719
Cider and vinegar.....	do.....	603
China ware and queensware.....	pounds.....	542,574
Coffee.....	do.....	538,204
Drugs and medicines.....	do.....	268,964
Dry goods.....	do.....	837,115
Dye stuffs.....	do.....	2,545
Shoes.....	do.....	35,765
Glasware.....	do.....	89,128
Groceries.....	do.....	5,802,288
Hardware and cutlery.....	do.....	976,355
Lead, white.....	do.....	33,923
Fruit, dried and green.....	do.....	58,304
Liquors, foreign.....	gallons.....	76,831
Paints.....	pounds.....	140,118
Ropes and cordage.....	do.....	31,935
Salt.....	bushels.....	32,240
Salt petre.....	pounds.....	25,897
Tobacco, manufactured.....	do.....	277,170
Window glass.....	boxes.....	3,494
Clay, German.....	pounds.....	4,000
Coal, mineral, bituminous and charcoal.....	tons.....	999
Gypsum.....	do.....	2,364
Iron ore.....	do.....	1,555
Iron, pigs.....	do.....	161
Iron, castings.....	do.....	618
Iron, blooms and anthonies.....	do.....	952
Iron, bar and sheet.....	do.....	818
Lead in bars or pigs.....	do.....	9½
Nails and spikes.....	do.....	135
Railroad iron.....	do.....	620½
Spanish whiting.....	pounds.....	3,252
Steel.....	do.....	1,872
Tin.....	do.....	52,123

TONNAGE STATEMENTS.

Easton—Continued.

ARTICLES.	Weight.	In 1853.
Wire.....	pounds.....	55,500
Bacon.....	do.....	403,377
Beef and pork.....	barrels.....	736
Cheese.....	pounds.....	4,675
Fish.....	barrels.....	2,506
Flour.....	do.....	1,280
Lard and lard oil.....	pounds.....	4,301
Oysters and clams.....	do.....	69,170
Tallow.....	do.....	12,128
Fire clay.....	do.....	175,220
Fire brick.....	do.....	5,646,437
Grindstones.....	do.....	46,047
Lime.....	bushels.....	2,138
Forge cinder.....	pounds.....	89,600
Marble.....	do.....	307,281
Cement.....	do.....	29,500
Sand.....	tons.....	940
Stone, wrought and unwrought.....	perches.....	277
Manure.....	pounds.....	18,946
Agricultural implements and machinery.....	do.....	623,975
Furniture.....	do.....	192,577
Oil (except lard oil).....	gallons.....	72,039
Paper.....	pounds.....	75,778
Powder.....	do.....	149,871
Live stock.....	do.....	119,290
Tar, rosin and pitch.....	do.....	265,363
Sundries.....	do.....	375,847
Soap.....	do.....	62,131
Soda ash.....	do.....	19,571
Bagging.....	do.....	14,652
Turpentine.....	gallons.....	6,918
Passengers, miles traveled.....	.....	540

A Statement of property sent northward, by canal, from Bristol.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.	pounds.	155,250
Barley.	bushels.	2,412
Bran and ship stuff.	do.	200
Corn.	do.	2,058
Cotton.	pounds.	359,758
Hemp.	do.	109,898
Hops.	do.	3,939
Oil cake.	do.	174,720
Potatoes.	bushels.	1,723
Seeds.	do.	327
Tobacco, not manufactured.	pounds.	193,019
Wheat.	bushels.	6,511
Hides, dry.	pounds.	72,644
Hides, green.	do.	637,834
Leather.	do.	29,956
Wool.	do.	16,193
Boards, plank, &c.	feet.	1,436,290
Heading and bolts.	number.	11,609
Hoop poles.	do.	200
Laths, less than five feet.	do.	227,000
Posts and rails.	do.	10,775
Shingles.	do.	1,862,205
Staves for pipes, hogsheads and barrels.	do.	1,000
Ale, beer and porter.	barrels.	301
Cider and vinegar.	do.	601
China ware.	pounds.	560,099
Coffee.	do.	498,165
Drugs and medicines.	do.	291,050
Dry goods.	do.	986,590
Dye stuffs.	do.	2,523
Glass ware.	do.	148,043
Groceries.	do.	11,060,748
Hardware and cutlery.	do.	1,013,014
Lead, white.	do.	34,342
Liquors, foreign.	gallons.	114,905
Paints.	pounds.	148,708
Ropes and cordage.	do.	94,730
Salt.	bushels.	64,583
Tobacco, manufactured.	pounds.	268,214
Window glass.	boxes.	3,154
Sand.	pounds.	92,334
Coal, mineral.	tons.	1,167
Gypsum.	do.	3,236
Iron, pigs.	pounds.	291,041
Iron, castings.	do.	1,285,691
Iron, blooms and anthonies.	do.	2,085,234
Iron, bar and sheet.	do.	1,894,066
Lead in bars or pigs.	do.	5,037
Nails and spikes.	do.	309,648
Railroad iron.	do.	2,031,523
Spanish whiting.	do.	2,476
Steel.	do.	3,430
Tin.	do.	34,123
Bacon.	do.	447,368
Beef and pork.	barrels.	404
Cheese.	pounds.	14,786
Fish.	barrels.	3,115
Flour.	do.	882
Lard and lard oil.	pounds.	33,766
Oysters.	do.	79,520
Tallow.	do.	28,850

TONNAGE STATEMENTS.

Bristol—Continued.

ARTICLES.	Weight.	In 1853.
Brick.....	number.....	485,412
Grindstones.....	pounds.....	37,284
Lime.....	bushels.....	2,712
Marble.....	pounds.....	328,936
Milstones.....	do.....	8,065
Stone, wrought and unwrought.....	perches.....	201
Live stock.....	pounds.....	113,075
Agricultural implements.....	do.....	32,455
Furniture.....	do.....	192,284
Oil (except lard oil).....	gallons.....	77,566
Paper.....	pounds.....	72,605
Rags.....	do.....	3,200
Machinery.....	do.....	541,705
Tar and rosin.....	do.....	310,167
Sundries.....	do.....	1,223,026
Manure.....	do.....	1,838,258
Number of boats cleared.....	.....	8,569
Passengers, miles traveled.....	560
Amount of toll received.....	\$22,468 44

TONNAGE STATEMENTS.

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A Statement of property received at Bristol, by canal, from the North.

ARTICLES.	Weight.	In 1853.
Agricultural productions not specified.....	pounds.....	198,068
Barley.....	bushels.....	592
Bran and ship stuff.....	do.....	7,199
Corn.....	do.....	40,066
Cotton.....	pounds.....	6,492
Oats.....	bushels.....	24,247
Potatoes.....	do.....	298
Seeds.....	do.....	2,411
Leather.....	pounds.....	258,565
Wool.....	do.....	21,730
Bark, unground.....	cords.....	28
Boards, plank, &c.....	feet.....	17,117,967
Laths, less than five feet.....	number.....	303,000
Posts and rails.....	do.....	1,183
Shingles.....	do.....	15,600
Timber.....	feet.....	9,377
Wood for fuel.....	cords.....	598
Dry goods.....	pounds.....	179,667
Groceries.....	do.....	2,000
Hardware and cutlery.....	do.....	600
Liquors, foreign.....	gallons.....	86
Paints.....	pounds.....	1,434
Ropes and cordage.....	do.....	28,708
Tobacco, manufactured.....	do.....	19,191
Whiskey.....	gallons.....	1,815,365
Coal, mineral.....	tons.....	440,500
Iron, pigs.....	do.....	88,738,803
Iron, castings.....	do.....	285,286
Iron, bar and sheet.....	do.....	33,770
Steel.....	do.....	1,000
Beef and pork.....	barrels.....	21
Butter.....	pounds.....	600
Flour.....	barrels.....	61,625
Lard and lard oil.....	pounds.....	600
Tallow.....	do.....	1,800
Brick.....	number.....	520
Lime.....	bushels.....	55,189
Marble.....	pounds.....	700
Millstones.....	do.....	2,600
Slate for roofing.....	do.....	4,092,248
Stone, wrought and unwrought.....	perches.....	22,679
Agricultural implements.....	pounds.....	6,850
Furniture.....	do.....	82,166
Oil (except lard oil).....	gallons.....	107
Paper.....	pounds.....	19,466
Rags.....	do.....	1,018,549
Straw paper.....	do.....	18,900
Tar and rosin.....	do.....	850
Sundries.....	do.....	381,488
Iron wire.....	do.....	864,209
Machinery.....	do.....	63,724
Live stock.....	do.....	1,436,217



